



Transportation Analysis

Bridgeport

DRI #2449
Coweta County, Georgia

Report Prepared:
October 2014

Prepared for:
Pope and Land Enterprises, Inc.

Prepared by:
Kimley-Horn and Associates, Inc.
817 West Peachtree Street, N.W.
The Biltmore, Suite 601
Atlanta, GA 30308

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10-8-14

TABLE OF CONTENTS

1.0	Project Description.....	1
1.1	Introduction	1
1.2	Site Plan Review	1
1.3	Site Access	2
1.4	Bicycle and Pedestrian Facilities	2
1.5	Transit Facilities	2
2.0	Traffic Analyses Methodology and Assumptions	3
2.1	Growth Rate.....	3
2.2	Traffic Data Collection.....	3
2.3	Detailed Intersection Analysis.....	3
3.0	Study Network	3
3.1	Gross Trip Generation	3
3.2	Trip Distribution.....	4
3.3	Level of Service Standards	4
3.4	Study Network Determination	5
3.5	Existing Facilities	6
4.0	Trip Generation	6
5.0	Trip Distribution and Assignment.....	7
6.0	Traffic Analysis.....	7
6.1	Existing Traffic	7
6.2	Projected 2024 No-Build Traffic	9
6.3	Projected 2024 Build Traffic	11
7.0	Identification of Programmed Projects	13
8.0	Ingress/Egress Analysis	14
9.0	Internal Circulation Analysis	18
10.0	Compliance with Comprehensive Plan Analysis	18
11.0	Non-Expedited Criteria	18
11.1	Vehicle Miles of Travel.....	18
11.2	Transportation and Traffic Analysis.....	18
11.2.1	Planned and Programmed Improvements	18
11.2.2	Preserving Regional Mobility	18
11.2.3	Safe and Efficient Operations.....	18
11.2.4	Minimize Congestion.....	19
11.3	Relationship of Existing Development and Infrastructure	19

LIST OF TABLES

	<u>Page</u>
Table 1: Proposed Land Uses	1
Table 2: Gross Trip Generation – (Total Site Minus Existing Site)	4
Table 3: Intersection Control Summary	5
Table 4: Roadway Classification	6
Table 5: Net Trip Generation.....	7
Table 6: 2014 Existing Intersection Levels of Service	8
Table 7: Projected 2024 No-Build Intersection Levels of Service	10
Table 8: Projected 2024 No-Build Intersection Levels of Service IMPROVED	10
Table 9: Projected 2024 Build Intersection Levels of Service	12
Table 10: Projected 2024 Build Intersection Levels of Service IMPROVED.....	12
Table 11: Programmed Improvements	13
Table 12: Projected 2024 Build Intersection Levels of Service for Site Driveways	16

LIST OF FIGURES

	<u>Following Page</u>
Figure 1: Site Location Map	1
Figure 2A/2B: Site Aerial.....	1
Figure 3: Bridgeport DRI Site Plan	2
Figure 4: Study Intersections	5
Figure 5A: Traffic Trip Distribution.....	7
Figure 5B: General Heavy Trip Assignment	7
Figure 5C: Warehousing Trip Assignment.....	7
Figure 6A: AM Project Trips	7
Figure 6B: PM Project Trips	7
Figure 7: Existing 2014 Conditions	7
Figure 8A: Projected 2024 No-Build Conditions	9
Figure 8B: Projected 2024 No-Build Conditions – Improved Conditions	10
Figure 9: Projected 2024 Build Conditions.....	11

LIST OF APPENDICES

Appendix A	Land Use Maps
Appendix B	Programmed Transportation Improvements
Appendix C	Trip Generation
Appendix D	Intersection Volume Worksheets

Available Upon Request

Raw Traffic Counts (Peak Hour Turning Movement Counts)
 Capacity Analyses – 2014 Existing Conditions
 Capacity Analyses – Projected 2024 No-Build Conditions
 Capacity Analyses – Projected 2024 No-Build Conditions with Improvements
 Capacity Analyses – Projected 2024 Build Conditions
 Capacity Analyses – Projected 2024 Build Conditions with Improvements

EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed Bridgeport DRI development located in Coweta County, Georgia. The proposed industrial development is bordered by Interstate 85 on the west side of the site and divided by US Highway 27/29. The Newnan-Coweta County Airport is located directly east of the site, while the Town of Moreland is directly south on US Highway 27/29. The remaining areas of the site are surrounded by predominantly rural land. The included site plan shows how the project may develop, with heavy industrial uses west of US Highway 27/29 and warehousing uses east of US Highway 27/29.

The DRI trigger for this development is the Rezoning Application filed with Coweta County to rezone the site from Rural Conservation District (RC), Old Commercial (C), Light Industrial (LM) and Industrial (M) to Industrial District (M) and Light Industrial (LM), combined with the industrial development exceeding 500,000 gross square feet. The property is currently an undeveloped acreage tract. There is currently a small section at the north end of the development site that is already zoned Industrial District (M).

According to GRTA's *Procedures and Principles for GRTA Development of Regional Impact Review*, the DRI is expected to comply with the **Non-Expedited Review Criteria** in **Section 3-103, Part A** in that it is “not located in any area where the existing level of development and availability of infrastructure is such that the proposed DRI is reasonably anticipated to result in unplanned and poorly served development,” and it is “reasonably anticipated to comply with planned or programmed improvements, maintain performance measures for preserving regional mobility, provide safe and efficient operations, and minimizes congestion when the proposed development or phase of development is complete.” The DRI is not expected to significantly impact vehicle miles of travel (VMT) and regional air quality.

The proposed redevelopment project is expected to be completed by year 2024; therefore, this analysis will consider the full build-out of the total site in 2024. The proposed land uses and densities for the 1,064-acre site as per the included site plan are detailed below:

General Heavy Industrial:	8,500,000 square feet
Warehousing:	1,612,000 square feet

Based on the proposed land uses, the Bridgeport DRI development is projected to generate 16,205 net daily trips. Capacity analyses were performed throughout the study network for 2014 Existing conditions, projected 2024 No-Build conditions, and projected 2024 Build conditions. These scenarios are described below:

- 2014 Existing conditions represent traffic volumes that were collected in April 2014 by performing AM and PM peak hour turning movement counts.
- Projected 2024 No-Build conditions represent the existing traffic volumes grown for ten (10) years at 2.0% per year throughout the study network.
- Projected 2024 Build conditions represent the 2024 No-Build conditions with the addition of the project trips that are anticipated to be generated by the Bridgeport DRI development.

Based on the 2014 Existing conditions (present conditions; i.e. excludes background traffic growth and the Bridgeport DRI project traffic), there are no improvements recommended along the study network.

Based on the 2024 No-Build conditions (includes background traffic growth but excludes the Bridgeport DRI project traffic), the following improvements result in the following intersections operating at or above their LOS standard:

- US Highway 27/29 at Pine Road / State Route 16 (to be constructed under project #M13 in Coweta County's CTP)
 - Align Pine Road with State Route 16 to create a four-way signalized intersection.
 - In the eastbound direction, provide two through lanes, an exclusive left-turn lane, and a channelized right-turn lane.
 - In the westbound direction, provide a left-turn lane, a through lane, and a channelized right-turn lane.
 - In the northbound direction, provide two through lanes, an exclusive left-turn lane, and a channelized right-turn lane.
 - In the southbound direction, provide an exclusive left-turn lane, one exclusive through lane, and a shared through- right-turn lane.
- US Highway 27/29 at I-85 Northbound Ramps (to accommodate additional traffic from projects #M13 and #N8 in Coweta County's CTP)
 - Construct an additional eastbound left-turn lane along the off-ramp (creating dual left-turn lanes).

Based on the 2024 Build conditions (includes background traffic growth plus the Bridgeport DRI project traffic), the following intersection improvements result in the following intersections operating at or above their LOS standard (Please note that the following improvements are IN ADDITION TO the improvements needed in the 2024 No-Build conditions.):

- US Highway 27/29 at I-85 Southbound Ramps
 - Construct an additional westbound left-turn lane along the off-ramp (creating dual left-turn lanes) on the I-85 Southbound off-ramp.
 - Construct an exclusive southbound right-turn lane on US Highway 27/29 to accommodate additional traffic from projects #M13 and #N8 in Coweta County's CTP).
- US Highway 27/29 at I-85 Northbound Ramps
 - Construct an exclusive northbound right-turn lane on US Highway 27/29.
 - Construct an extension of the eastbound channelized right-turn lane on the I-85 Northbound off-ramp, as there is longer queuing projected due to the proposed development.
- US Highway 27/29 at April Court
 - Install a traffic signal, as warranted.
- US Highway 27/29 from I-85 to Driveway #3 (the fly-over that acts as the primary entrance to the site)
 - Widen this section of roadway to create a continuous four lane cross-section between the interstate and the project's primary access at the fly-over ramps.
- US Highway 27/29 from south of April Court to north of Airport Road
 - Construct a bypass route in the southbound direction that allows separation for access to Driveway #2 and also allows for separation from the fly-over while providing continuous flow in the southbound direction.

The following intersection geometries and improvements are the recommended configurations for all site driveways and internal roads within the site. These recommended geometries are based on information that is currently known about the site. These driveway recommendations should be reassessed when the site plan is further refined. (Note: The attached DRI site plan includes these improvements.).

- Site Driveway #1 at US Highway 27/29
 - This will be a right-in right-out only driveway.

- o Construct an eastbound right-turn only lane with stop-control.
 - o Construct a southbound right-turn lane on US Highway 27/29.
- Site Driveway #2 at US Highway 27/29 Southbound Bypass
 - o This driveway will allow southbound right-turns in, eastbound right-turns out, and northbound left-turns in (which will be the termination point for the northbound lane along the Southbound Bypass)
 - o Construct an eastbound right-turn only lane.
 - o Terminate the northbound lane using a left-turn only lane with stop-control.
- Site Driveway #3 at US Highway 27/29 (Fly-Over)
 - o This driveway can only be accessed to and from the north along US 27/29. It will provide primary access to the western side of the project.
 - o Construct an eastbound/westbound fly-over ramp from US Highway 27/29, over southbound US 27/29 and the existing freight rail line as the main access point to the site.
 - o The outbound lane will enter US Highway 27/29 as a free-flow into an additional northbound travel lane to the I-85 Northbound Ramp.
 - o The inbound lane will exit US Highway 27/29 as a free-flow lane, proposed as an additional southbound travel lane from the I-85 Northbound Ramp.
- Site Driveway #4
 - o This will be a full movement driveway.
 - o Construct an eastbound full movement approach lane entering the site with stop-control.
 - o Construct a westbound full movement lane exiting the site with stop-control.
 - o In the northbound direction, construct an exclusive left-turn lane on US Highway 27/29.
- Airport Road at US Highway 27/29
 - o This will continue to operate as a full movement intersection.
 - o In the northbound direction, construct an exclusive right-turn lane to enter the site on US Highway 27/29.
 - o In the southbound direction, construct an exclusive left-turn lane to enter the site on US Highway 27/29.
- Site Driveway #5 at US Highway 27/29
 - o This will be a full movement driveway.
 - o Construct a westbound shared left- and right-turn lane exiting the site with stop-control.
 - o In the northbound direction, construct an exclusive right-turn lane to enter the site on US Highway 27/29.
 - o In the southbound direction, construct an exclusive left-turn lane to enter the site on US Highway 27/29.
- Alex Stephens Road at US Highway 27/29
 - o This will continue to operate as a full movement intersection.
 - o In the northbound direction, construct an exclusive right-turn lane to enter the site on US Highway 27/29.
 - o In the southbound direction, construct an exclusive left-turn lane to enter the site on US Highway 27/29.
- Site Driveway #6 / Driveway #7 at US Highway 27/29
 - o These will both be full movement driveways.
 - o Construct an eastbound full movement approach lane exiting the site with stop-control.
 - o Construct a westbound full movement approach lane exiting the site with stop-control.

- o In the northbound direction, construct exclusive left-turn and right-turn lanes on US Highway 27/29.
 - o In the southbound direction, construct exclusive left-turn and right-turn lanes on US Highway 27/29.
- Site Driveway #8 at US Highway 27/29
 - o This will be a full movement driveway.
 - o Construct a westbound shared left-right turn lane exiting the site with stop-control.
 - o In the southbound direction, construct an exclusive left-turn lane on US Highway 27/29.
- Camp Road at US Highway 27/29
 - o This will continue to operate as a full movement intersection.
 - o In the northbound direction, construct an exclusive right-turn lane on US Highway 27/29.
 - o In the southbound direction, construct an exclusive left-turn lane on US Highway 27/29.
- Site Driveway #9 at US Highway 27/29
 - o This will be a full movement driveway.
 - o Construct a westbound shared left- and right-turn lane exiting the site with stop-control.
 - o In the southbound direction, construct an exclusive left-turn lane on US Highway 27/29.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed Bridgeport DRI development located in Coweta County, Georgia. The proposed industrial development is bordered by Interstate 85 on the west side of the site and divided by US Highway 27/29. The Newnan-Coweta County Airport is located directly east of the site, while the Town of Moreland is directly south on US Highway 27/29. The remaining areas of the site are surrounded by predominantly rural land.

The DRI trigger for this development is the Rezoning Application filed with Coweta County in September 2014 to rezone the site from Rural Conservation District (RC), Old Commercial (C), Light Industrial (LM) and Industrial (M) to Industrial District (M) and Light Industrial (LM), combined with the industrial development exceeding 500,000 gross square feet. The property is currently an undeveloped acreage tract. There is currently a small section at the north end of the development site that is already zoned Industrial District (M).

According to GRTA's *Procedures and Principles for GRTA Development of Regional Impact Review*, the DRI is expected to comply with the **Non-Expedited Review Criteria** in **Section 3-103, Part A** in that it is "not located in any area where the existing level of development and availability of infrastructure is such that the proposed DRI is reasonably anticipated to result in unplanned and poorly served development," and it is "reasonably anticipated to comply with planned or programmed improvements, maintain performance measures for preserving regional mobility, provide safe and efficient operations, and minimizes congestion when the proposed development or phase of development is complete." The DRI is also not expected to significantly impact vehicle miles of travel (VMT) and regional air quality.

Figure 1 is a location map of the Bridgeport DRI project, and **Figure 2** provides aerial photographs of the site.

The proposed redevelopment project is expected to be completed by 2024, and this analysis will consider the full build-out of the total site in 2024. Approximate land uses and densities on the 1,064-acre site as per the included site plan are detailed below in **Table 1**.

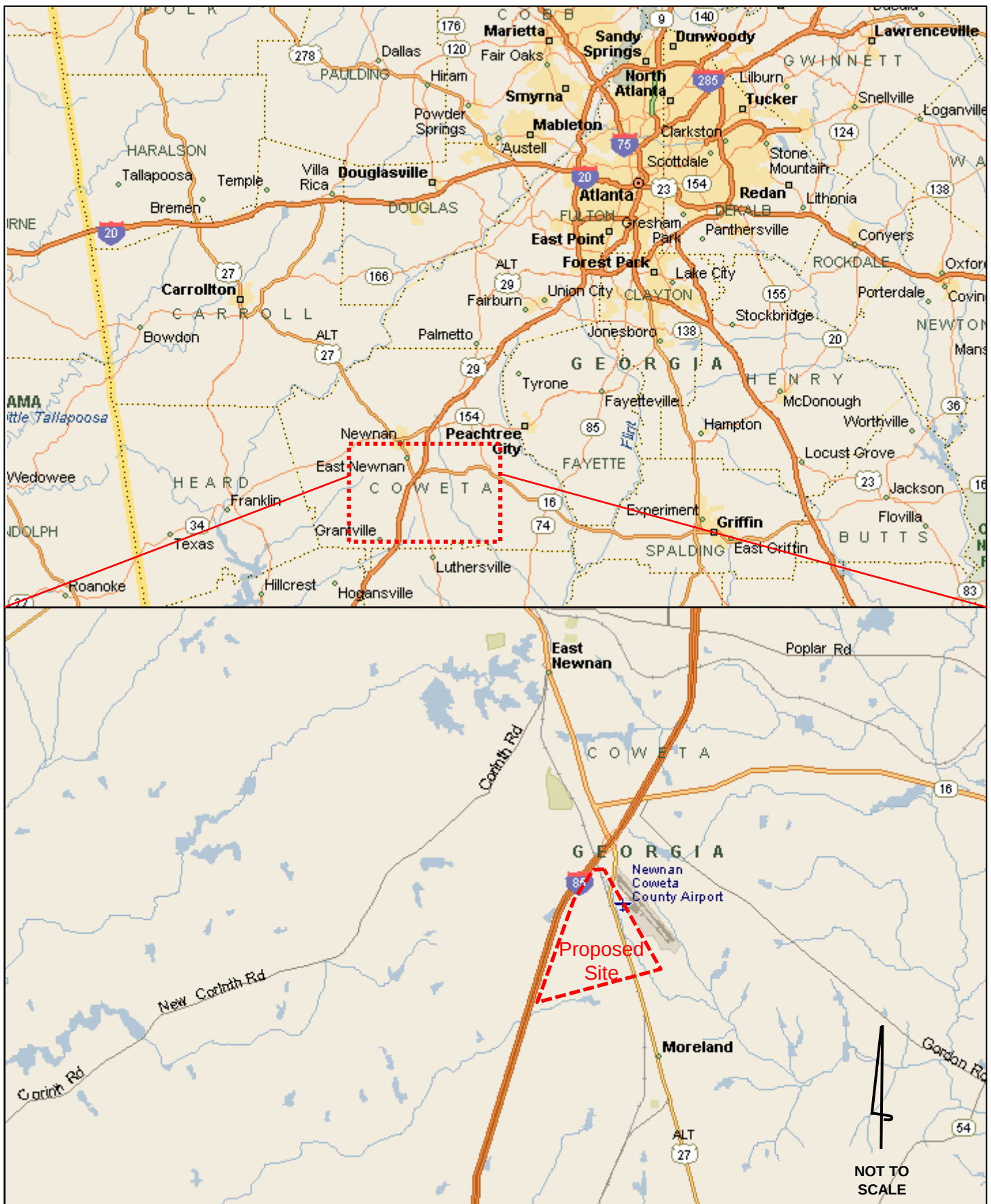
Table 1 Bridgeport DRI Proposed Land Uses	
General Heavy Industrial	8,500,000 SF
Warehousing	1,612,000 SF

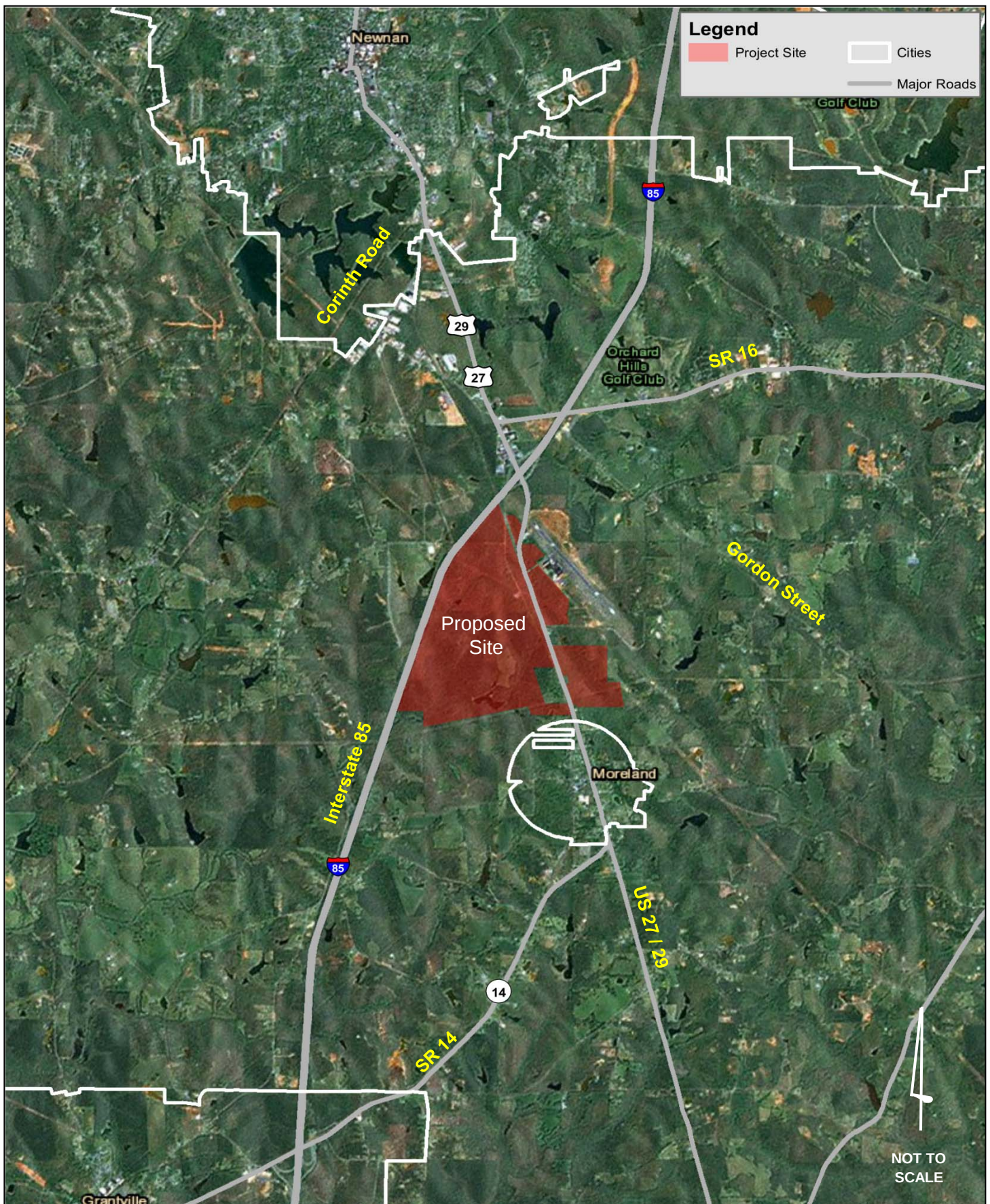
1.2 Site Plan Review

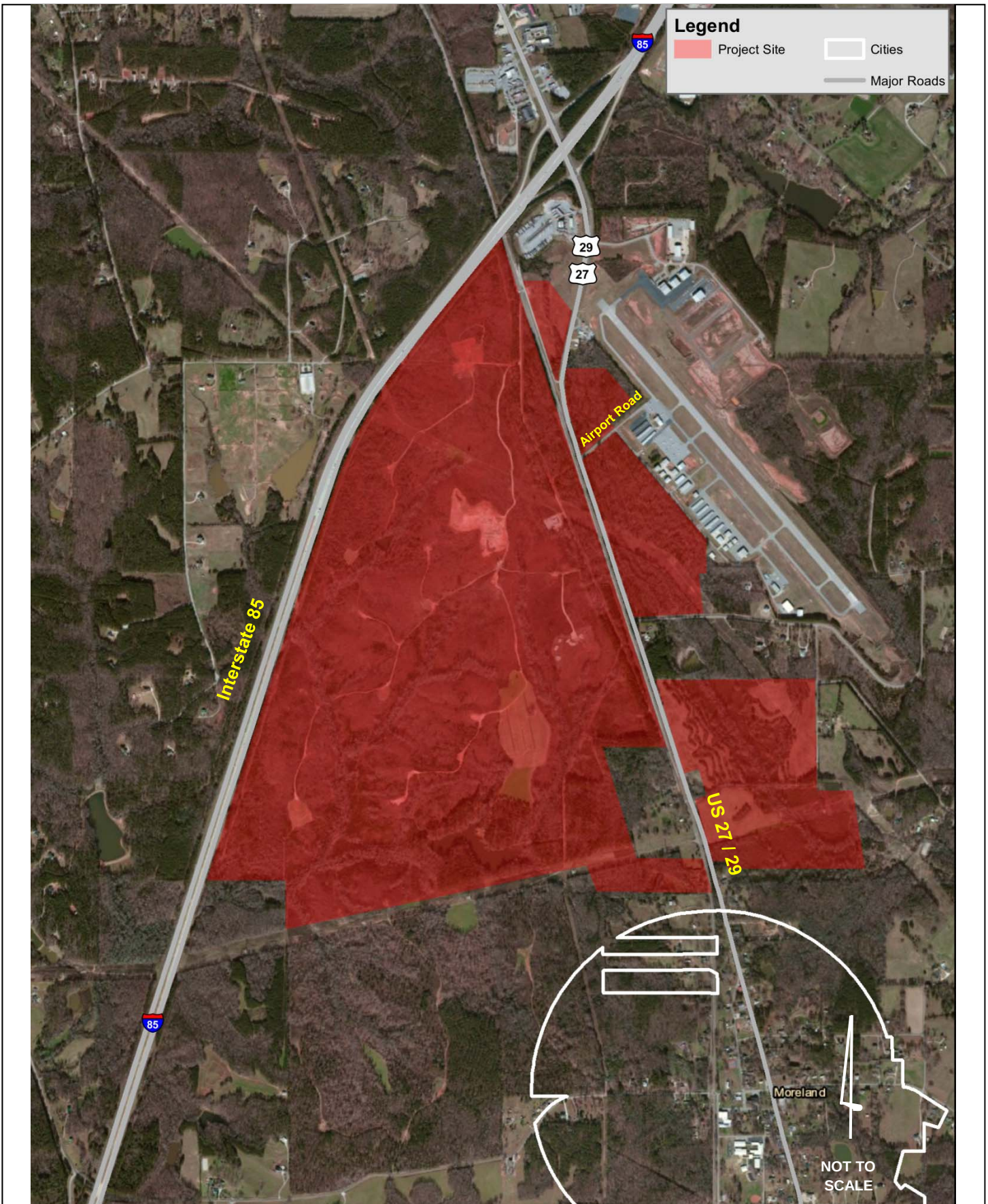
The project is located in southern Coweta County, just south of the City of Newnan. The proposed 1,064-acre industrial development is bordered by Interstate 85 on the west, northwest side of the site and divided by US Highway 27/29.

There are multiple transportation systems adjacent to and within the proposed development site. The Newnan-Coweta County Airport is located directly east of the site, while an active freight rail line runs through the site and is expected to alleviate heavy vehicle traffic on the surrounding roadway network. The City of Newnan is located north of the development site on US Highway 27/29, while the Town of Moreland is located south of the site.

Figure 3 is a small-scale copy of the site plan. A full-size site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the Review Package.







1.3 Site Access

Vehicular access to the Bridgeport DRI development is proposed to occur via nine (9) driveway locations along US Highway 27/29. Driveway #3 is proposed to be a fly-over of southbound US Highway 27/29 and the existing railroad right-of-way to the west side of the proposed development site and will serve as the main access point to the site. Access to Driveway #3 will be provided via free-flow lanes from on US Highway 27/29. The remaining portions of the site are access on the east and west sides of US Highway 27/29. The heavy industrial land use on the west side of the proposed development is to be accessed by the following driveways:

- Driveway #1 – side-street stop controlled
- Driveway #2 – side-street stop controlled
- Driveway #3 – free-flow fly-over ramp
- Driveway #6 – side-street stop controlled

The warehousing land use on the east side of the proposed development is to be accessed by the following driveways:

- Driveway #4 – side-street stop controlled
- Driveway #5 – side-street stop controlled
- Driveway #7 – side-street stop controlled
- Driveway #8 – side-street stop controlled
- Driveway #9 – side-street stop controlled

The site is also proposed to be served by additional access points on the east side of the site via several small existing local roadways, Airport Road/Aviation Way, Alex Stephens Road, and Camp Road. The intersections where these roadways meet US 27/29 were included in the analysis portion of this study with estimates of existing traffic. Analyses were not performed and improvements are not proposed at the additional project driveways (shown on the site plan) to these roadways due to the low volumes anticipated at these locations.

The site driveways mentioned above provide access to all parking on the site. Parking will be provided as required by code throughout the development. Additionally, there is freight rail access on the west side of US Highway 27/29 that could be utilized by the anticipated heavy industrial uses in the future.

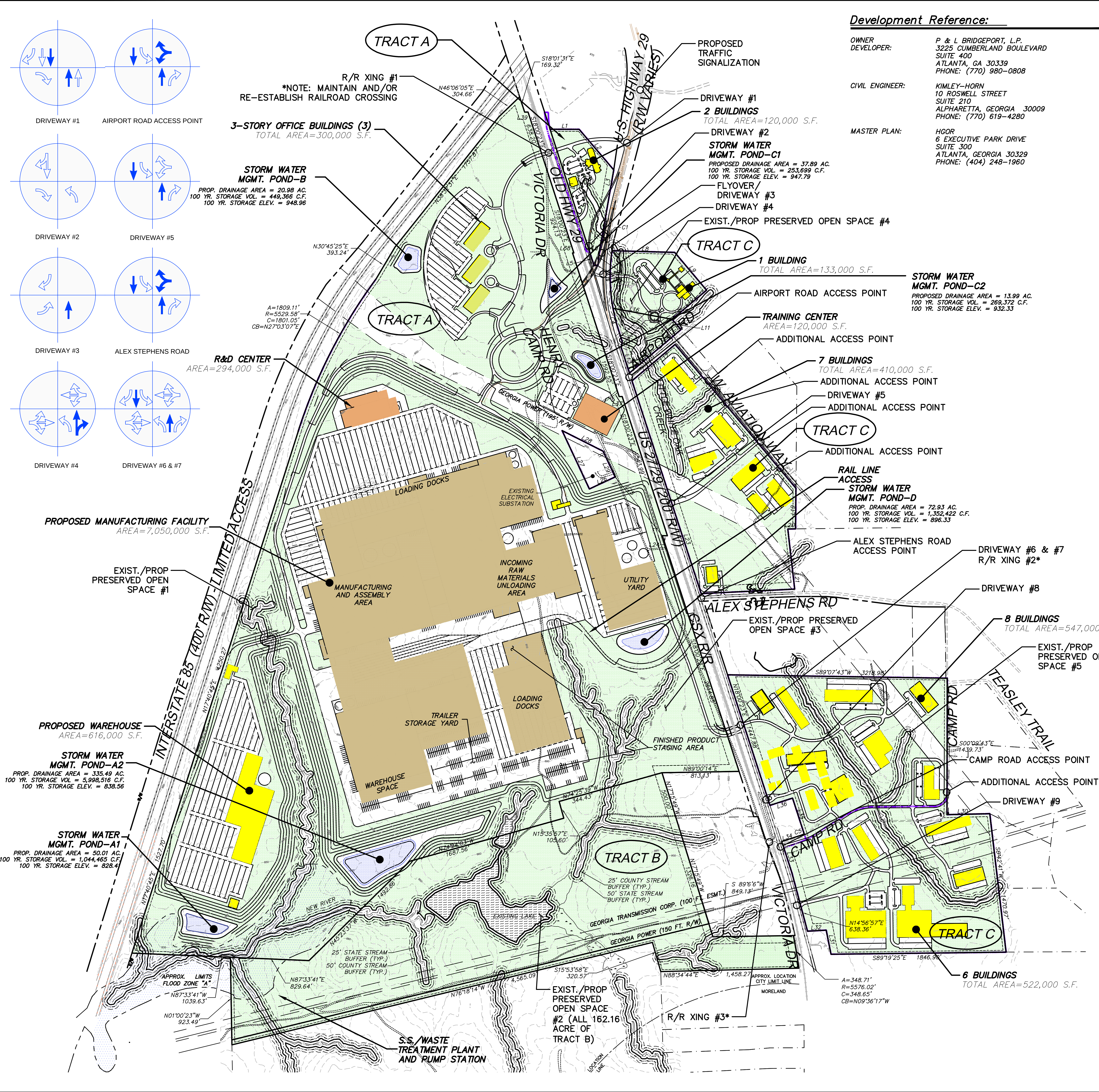
1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) and bicycle facilities do not currently exist along the site frontage. Pedestrian connections between uses on the site will be provided as practical.

1.5 Transit Facilities

Currently, there are no existing or proposed direct transit routes that serve the Bridgeport DRI development. Therefore, no alternative mode reductions were taken. It should be noted, however, that the City of Newnan is served by Route 450 and Route 451 of GRTA's Xpress bus system at a park-and-ride lot on Bullsboro Drive off of I-85. Route 450 runs from Newnan to Downtown and Midtown Atlanta, while Route 451 runs direct to Midtown Atlanta.

Plotted By: Jucker, Scott. Sheet Set: Bldg. Layout: C-1. October 07, 2014. 03:45:48pm. K:\AIP_PRA\019265008-Bridgeport\10008con - DRI Site Plan - 301_10-07-14.dwg
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. No use or reliance on this document without written authorization and approval by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

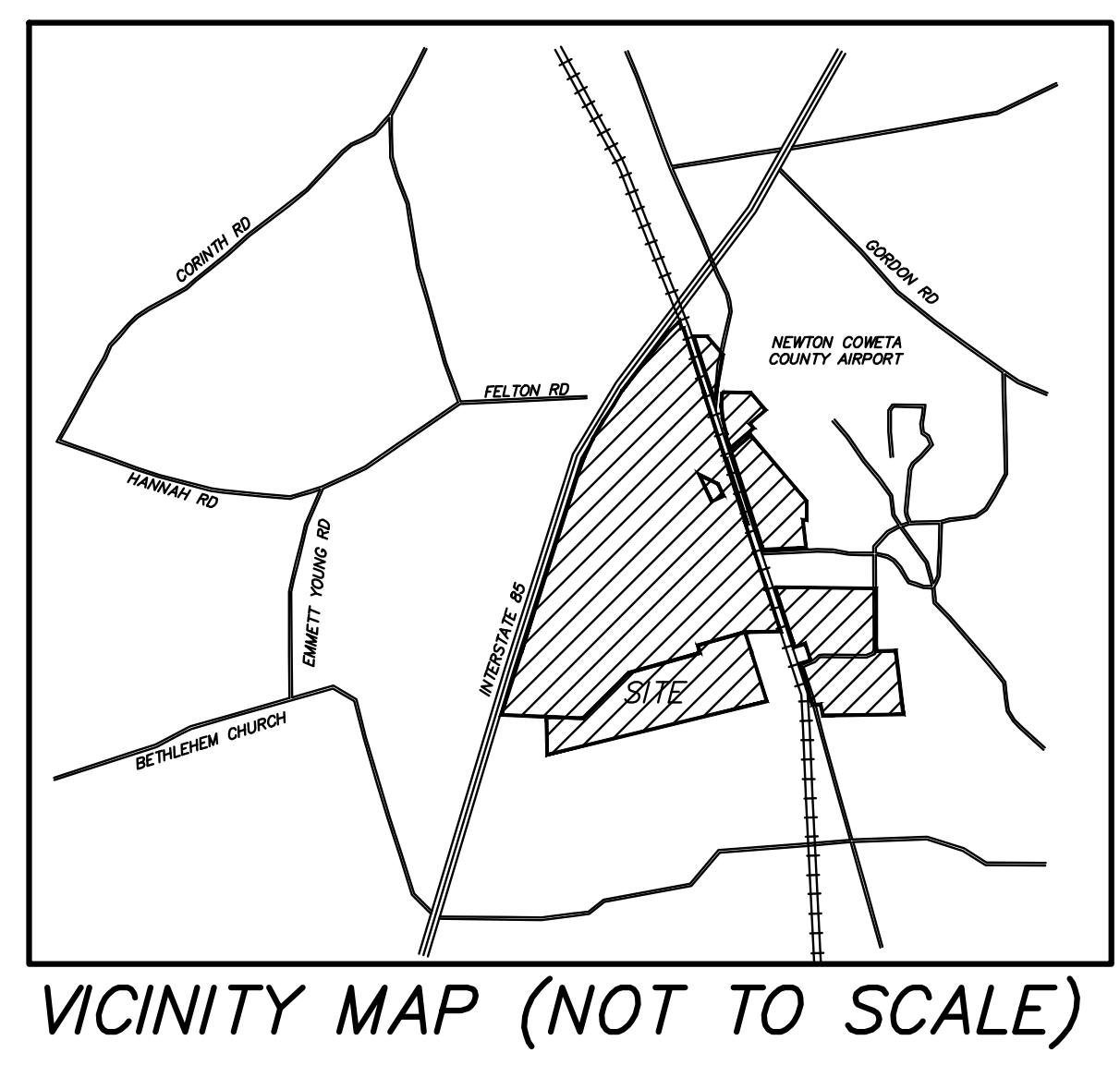


Development Reference:

OWNER:
DEVELOPER: P & L BRIDGEPORT, L.P.
3225 CUMBERLAND BOULEVARD
SUITE 400
ATLANTA, GA 30339
PHONE: (770) 980-0808

CIVIL ENGINEER: KIMLEY-HORN
10 ROSWELL STREET
SUITE 210
ALPHARETTA, GEORGIA 30009
PHONE: (770) 619-4280

MASTER PLAN: HGOR
6 EXECUTIVE PARK DRIVE
SUITE 300
ATLANTA, GEORGIA 30329
PHONE: (404) 248-1960

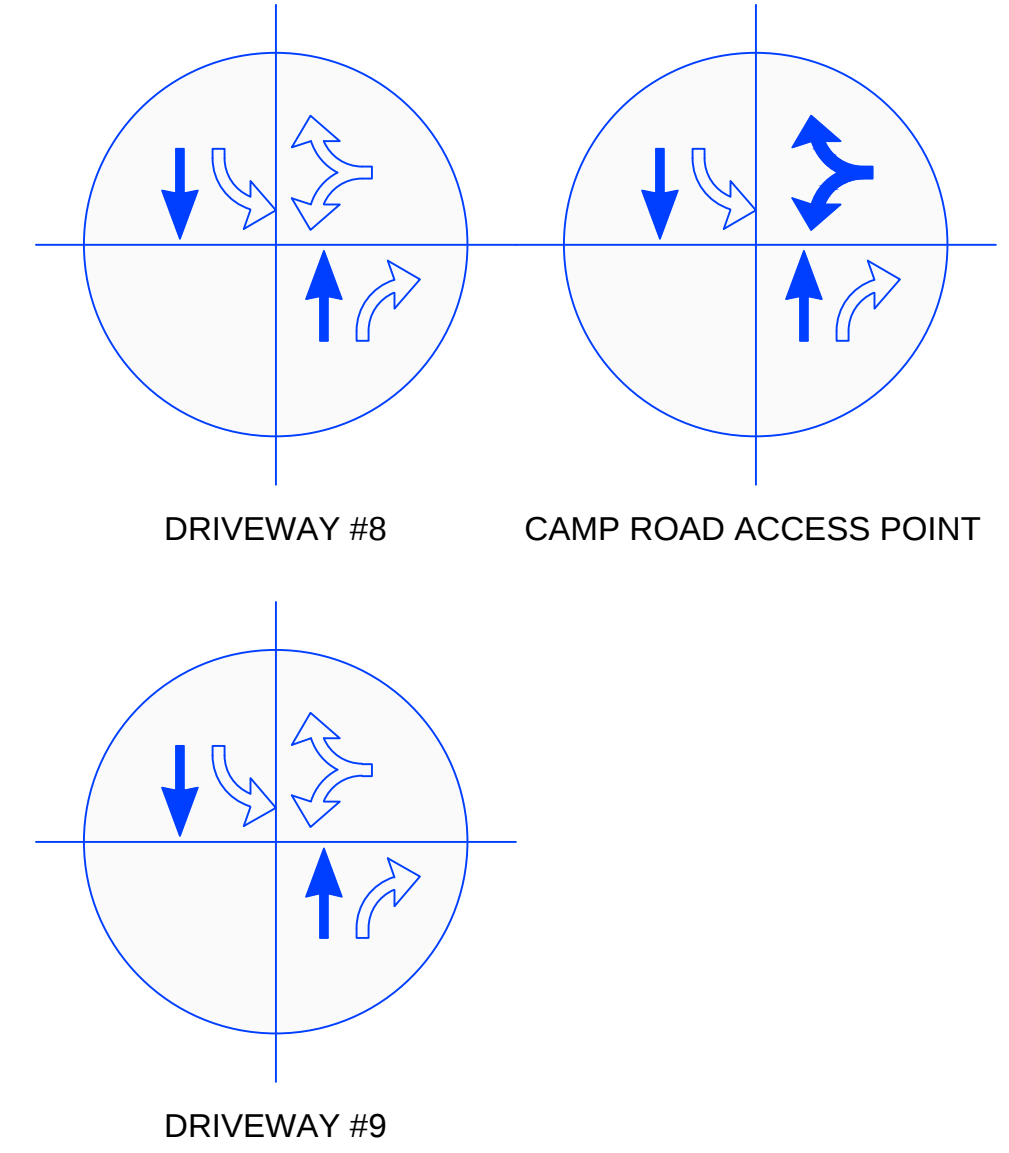


PROPERTY DATA:	
EXISTING USE	VACANT
PROPOSED USE/LANDUSE PLAN	INDUSTRIAL/COMMERCIAL
CURRENT ZONING	RC RURAL CONSERVATION DISTRICT
ADDRESS	US HIGHWAY 27/29
TOTAL PROPERTY AREA	1,063.90 ACRES
TRACT-A AREA	684.42 ACRES
TRACT-B AREA	162.16 ACRES
TRACT-C AREA	217.32 ACRES

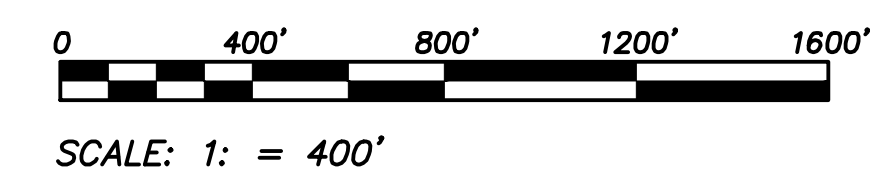
TRACT "A" - GENERAL HEAVY INDUSTRIAL	
TOTAL BUILDING AREA:	8,500,000 SQUARE FEET
TRACT "B"	
(PRESERVED OPEN SPACE)	7,063,689 SQUARE FEET
TRACT "C"	
TOTAL BUILDING AREA:	1,612,000 SQUARE FEET

PROPERTY LINES											
L1	S18°01'31"E	169.32'	L14	N08°35'19"W	67.53'	L27	N25°03'55"W	679.95'			
L2	S40°25'37"E	798.22'	L15	N17°58'35"E	119.91'	L28	S63°21'13"E	484.17'			
L3	S09°55'00"W	715.11'	L16	S79°29'07"W	633.92'	L29	S25°03'55"E	300.00'			
L4	S89°32'54"W	43.08'	L17	S49°51'41"E	594.86'	L30	N88°40'18"W	451.97'			
L5	N18°00'23"W	155.14'	L18	N40°02'59"E	1981.32'	L31	N11°20'17"E	259.10'			
L6	N85°25'34"E	106.90'	L19	N00°29'30"W	428.83'	L32	S86°44'52"E	197.46'			
L7	N17°53'06"W	1354.05'	L20	N89°23'02"W	82.48'	L33	N18°00'22"E	347.23'			
L8	S88°27'15"W	660.69'	L21	N06°33'51"E	638.73'	L34	N72°10'06"E	222.98'			
L9	S40°12'09"W	521.31'	L22	N87°14'21"W	987.92'	L35	N18°00'23"W	397.79'			
L10	S49°46'42"E	475.78'	L23	S18°00'23"W	2360.65'	L36	S72°10'06"E	250.00'			
L11	S40°15'27"W	143.24'	L24	N89°33'23"W	52.71'	L37	S89°42'31"E	31.58'			
L12	S49°51'41"E	709.74'	L25	S38°48'04"W	795.32'	L38	S88°27'10"W	14.59'			
L13	N18°01'18"E	280.99'	L26	S64°56'55"W	300.00'	L39	S89°50'00"E	36.56'			
C1	A=149.14'	R=1974.86'	C=149.10'	CB=S10°07'29"W							
C2	A=156.54'	R=1974.86'	C=156.50'	CB=S05°41'33"W							
C3	A=610.40'	R=1844.86'	C=844.92'	CB=N04°44'19"E							
C4	A=242.08'	R=1844.86'	C=241.90'	CB=N11°41'30"E							
C5	A=27.15'	R=166.63'	C=27.12'	CB=N67°30'02"E							

Site Data:				
Density in Floor Area Ratio (FAR)	Tract A (acre)	Tract B (acre)	Tract C (acre)	All Tracts (acre)
Total Site Area =	684.42	162.16	217.32	1063.9
Total Floor Area =	195	0	37	232
FAR =	0.29	0.00	0.17	0.22



DRI ID. 2449



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FIGURE 3:
BRIDGEPORT
DRI SITE PLAN

BRIDGEPORT MULTI-USE
DEVELOPMENT
PREPARED FOR
P & L BRIDGEPORT, L.P.
LAND LOT 103, 104, 126-123, 134-137 & 153 OF THE 2nd DISTRICT
COWETA COUNTY, GEORGIA

SHEET NUMBER
C-1

DATE: _____
BY: _____
REVISIONS: _____

2.0 TRAFFIC ANALYSES METHODOLOGY AND ASSUMPTIONS

2.1 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the proposed project. Based on the recent trends in traffic along the area roadways, as identified using GDOT count data and the population growth rates of Coweta County from the 2000 to 2010 Census, a growth rate of 2.0% per year for ten (10) years along all roadways was assumed for the 2024 build-out. The growth rate was previously agreed to and documented in the Letter of Understanding.

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected in April 2014 at seven (7) intersections during the AM and PM peak periods. At all study intersections the morning peak hour was from 7:15 to 8:15 AM and the afternoon peak hour was from 4:45 to 5:45 pm. All raw traffic count data is available upon request.

2.3 Detailed Intersection Analysis

Level of Service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six Levels of Service, LOS A through LOS F, with A being the best and F being the worst. Levels of Service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 8.0*.

Levels of Service for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low Level of Service, while the intersection as a whole may operate acceptably.

Levels of Service for unsignalized intersections, with stop control on the minor street only, are reported for the side street approaches. Low Levels of Service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

3.0 STUDY NETWORK

3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were calculated using a combination of equations contained in the *Institute of Transportation Engineers' (ITE) definitive works, Trip Generation Manual, 7th Edition, 2003, Trip Generation Manual, 9th Edition, 2012, and Trip Generation Handbook, an ITE Proposed Recommended Practice, June 2004*, and traffic generation data from a nearby, similar land use.

It should be noted that land use Warehousing (ITE Code 150) was used for the proposed industrial development on the east side of US Highway 27/29, while land use General Heavy Industrial (ITE Code 120) was used for the west side of US Highway 27/29.

Limited peak hour data is available in the *ITE Trip Generation Manual* for the General Heavy Industrial land use category. To develop peak hour traffic estimates, existing traffic count data was obtained near a similar project, the Kia Motors plant in Troup County. This plant is similar in scale to the proposed General Heavy Industrial portion of the Bridgeport site and performs a similar industrial function to what is expected for the proposed development. Access to the Kia plant is predominantly provided via Kia Boulevard which directly connects to an interchange at I-85. Although Kia Boulevard is a public roadway that connects to the surrounding rural roadway

network, the traffic generated on Kia Boulevard near the I-85 interchange is overwhelmingly generated by the adjacent Kia plant.

Peak hour characteristics from the existing Kia Boulevard (relative to the daily traffic on the roadway) were used in the analysis of the Bridgeport Heavy Industrial land use. The peak hour (K) and directional (D) factors from the Kia Motors plant were applied to the daily trip generation estimate for the General Heavy Industrial land use. In order to compare trip generation rates for the similar Kia plant, 24-hour tube count data collected on Kia Boulevard from Tuesday, November 1, 2011 to Wednesday, November 16, 2011 (16 days of data) was analyzed. The two-way data from the Kia plant example shows that the highest peak hour for the Kia facility occurs during the AM period from 6:30 to 7:30 AM. Using the average directional and combined two-way AADTs, the K- and D-factors for the AM peak hour were determined. For the AM peak hour, the K-factor is 0.11 and the D-factor is 0.71 in the westbound (entering) direction. For the PM peak hour that occurs from 2:30 to 3:30 PM, the K- and D-factors were determined to be 0.08 and 0.62 (in the westbound direction), respectively. Because the peak hour of the Kia plant occurs during an off peak hour, using these factors for the Bridgeport DRI during the normal afternoon peak hour would be a conservative application of these values.

K-factors of 0.12 during the AM peak hour and 0.09 during the PM peak hour for the Bridgeport site were considered to be adequately conservative for this analysis. Similarly, D-factors of 0.7 for the AM peak hour and 0.5 for the PM peak hour were considered to be adequately conservative for this analysis. Warehousing peak hour trips were calculated using the typical methodology allowed by GRTA.

Gross trips generated are displayed below in **Table 2**.

Table 2 Bridgeport DRI Gross Trip Generation							
Land Use (Intensity)	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
General Heavy Industrial (8,500,000 square feet)	120*	6,375	6,375	1,071	459	574	574
Warehousing (1,612,000 square feet)	150**	1,728	1,728	270	59	81	242
Total Gross Trips		8,103	8,103	1,341	518	655	816

* - ITE Trip Generation Manual, 9th edition, combined with Kia Motors factors

** - ITE Trip Generation Manual, 7th Edition with 55% factor, per GRTA policy

3.2 Trip Distribution

The directional distribution and assignment of new project trips were based on current and anticipated travel patterns, the projected land uses, a review of the land use densities and road facilities surrounding the site, and engineering judgment. The distribution used in this analysis was previously reviewed by project stakeholders.

3.3 Level of Service Standards

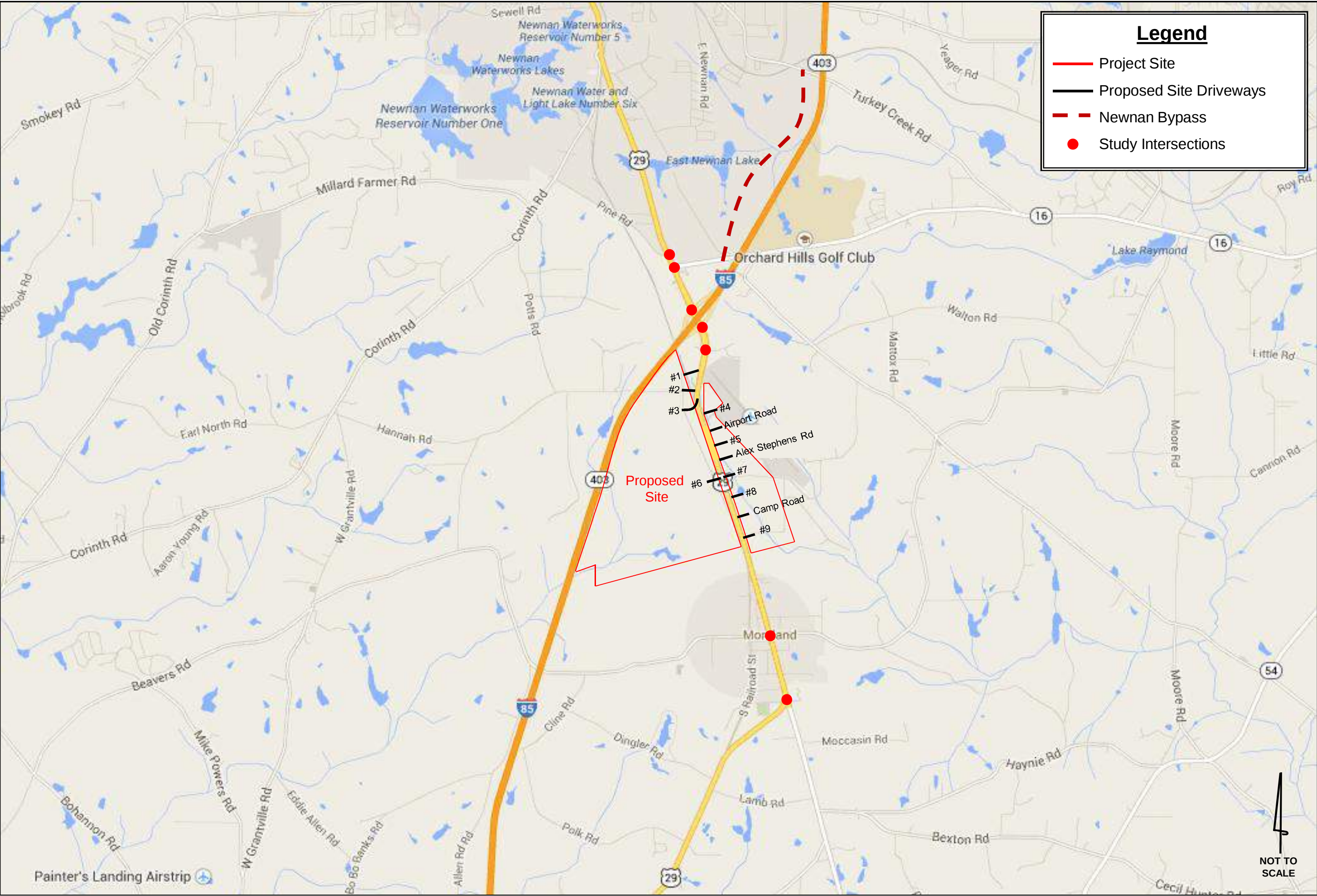
For the purposes of this traffic analysis, a Level of Service standard of D was assumed for all intersections and segments within the study network. If, however, an intersection or segment currently operates at LOS E or LOS F during an existing peak period, the LOS standard for that peak period becomes LOS E.

3.4 Study Network Determination

Per Non-Expedited Review criteria, GRTA requires the evaluation of all proposed site driveways plus the adjacent intersections. Therefore, this study network includes all proposed project access driveways along US Highway 27/29, as well as the seven (7) intersections listed in **Table 3** and documented in the Letter of Understanding. The study intersections are shown in **Figure 4**.

Table 3 Bridgeport DRI Intersection Control Summary	
Intersection	Control
US 27/29 at Pine Road	Side Street Stop Controlled
US 27/29 at State Route 16	Side Street Stop Controlled
US 27/29 at I-85 Southbound Ramp	Signalized
US 27/29 at I-85 Northbound Ramp	Signalized
US 27/29 at April Court	Side Street Stop Controlled
US 27/29 at W Camp Street / E Camp Street	Side Street Stop Controlled
US 27/29 at State Route 14/Ralph Evans Road	Side Street Stop Controlled

Each of the above listed intersections was analyzed for the 2014 Existing conditions, the projected 2024 No-Build conditions, and the projected 2024 Build conditions. The projected 2024 No-Build conditions represent the existing traffic volumes grown for ten (10) years at 2.0% per year throughout the study network. The projected 2024 Build conditions add the project trips associated with the Bridgeport DRI development to the projected 2024 No-Build conditions.



3.5 Existing Facilities

Roadway classification descriptions for the entire study area are provided in **Table 4** (bolded roadways run adjacent to the site).

Table 4 Bridgeport DRI Roadway Classification			
Roadway	Number of Lanes	Posted Speed Limit (MPH)	GDOT Functional Classification
Interstate 85	6	70	Urban Interstate Principal Arterial
US 27/29	4 (near I-85) 2 (remaining corridor)	55 45 (through Moreland)	Urban Principal Arterial (North) Urban Minor Arterial Street (South)
SR 14	2	55	Urban Minor Arterial Street
SR 16	2	55	Urban Minor Arterial Street
Pine Road	2	45	Urban Local Road
April Court	2	30	Rural Local Road
Airport Road	2	Not Posted	Rural Local Road
Alex Stephens Road	2	45	Rural Local Road
Camp Road	2	Not Posted	Rural Local Road (Gravel Road)
W Camp / E Camp Street	2	35	Rural Local Road
Ralph Evans Road	2	35	Rural Local Road

4.0 TRIP GENERATION

Traffic for the proposed land uses and densities were calculated using a combination of equations contained in the *Institute of Transportation Engineers' (ITE) definitive works, Trip Generation Manual, 7th Edition, 2003, Trip Generation Manual, 9th Edition, 2012, and Trip Generation Handbook, an ITE Proposed Recommended Practice, June 2004*, and traffic generation data from a nearby, similar land use.

It should be noted that land use Warehousing (ITE Code 150) was used for the proposed industrial development on the east side of US Highway 27/29, while land use General Heavy Industrial (ITE Code 120) was used for the west side of US Highway 27/29. As described previously, data was collected from the existing Kia Motors plant in Troup County to determine the General Heavy Industrial peak hour trip generation.

Due to the proposed land uses being industrial in nature, there were no internal capture and mixed-use vehicle trip reductions considered for the proposed development.

Because there are no direct transit routes located within the vicinity of the proposed development, there were no alternative mode reductions considered; however, while not considered in this study, railroad service is proposed to the project and could reduce the number of heavy vehicle trips in the future.

Pass-by trip reductions were not taken for the proposed development.

The total (net) trips generated and analyzed in this report are listed in **Table 5**.

Table 5 Bridgeport DRI Net Trip Generation						
	Daily Traffic		AM Peak Hour		PM Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Net Project Trips*	8,103	8,103	1,341	518	655	816

Note *: Same as gross values in previous Table 2 of this report.

A more detailed trip generation analysis summary table is provided in **Appendix C**.

5.0 TRIP DISTRIBUTION AND ASSIGNMENT

New trips were distributed onto the roadway network based on the project land use, a review of the land use densities and road facilities surrounding the site, and engineering judgment. **Figures 5A, 5B, and 5C** display the expected trip distributions for the project trips of the development throughout the roadway network, which includes the general heavy industrial and warehousing land uses. The expected peak hour turning movements generated by the proposed development are shown in **Figures 6A and 6B**.

6.0 TRAFFIC ANALYSIS

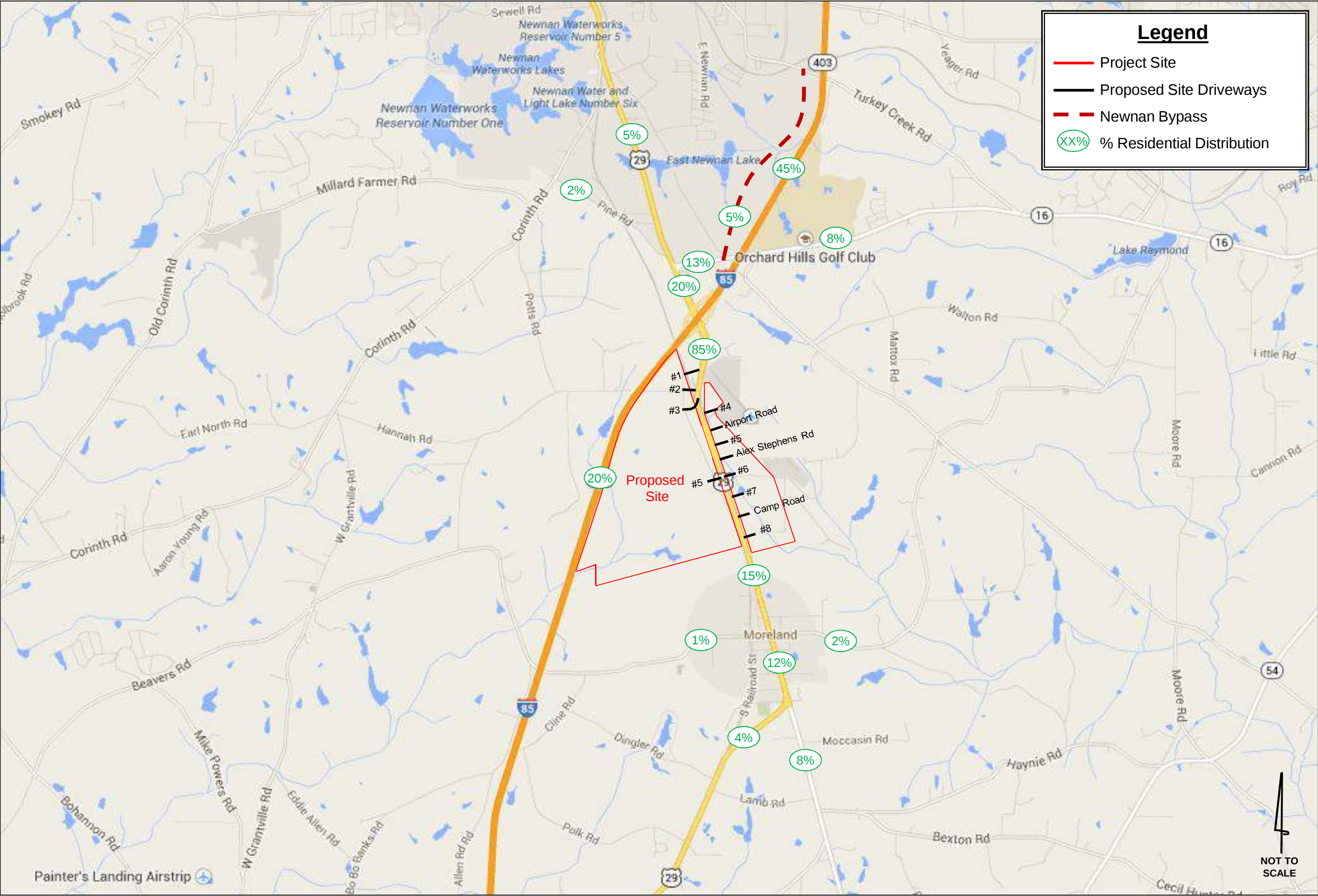
6.1 Existing Traffic

The observed existing peak hour traffic volumes were entered into *Synchro 8.0*, and capacity analyses were performed for the AM Peak Hour and PM Peak Hour. The existing peak hour traffic volumes are displayed in **Figure 7**.

As shown in **Table 6**, there are no signalized intersections that are currently operating below the acceptable Level of Service standard (LOS D) during the AM Peak Hour and/or the PM Peak Hour. There are three (3) stop controlled intersections with approaches that operated poorly during the AM Peak Hour and/or the PM Peak Hour; however, it is not uncommon for unsignalized intersections to experience long delays.

Based on the 2014 Existing conditions, there are no improvements recommended to mitigate the delay at the three (3) unsignalized intersections currently operating below the Level of Service threshold.

The 2014 Existing Levels of Service with existing geometry are displayed in **Table 6**.



LEGEND

→

Turning Movement

⊙

Existing Traffic Signal

XX%

Entering Assignments

(XX%)

Exiting Assignments

Proposed Driveway

.....

Proposed Southbound Bypass

Project Boundary

NOT TO SCALE

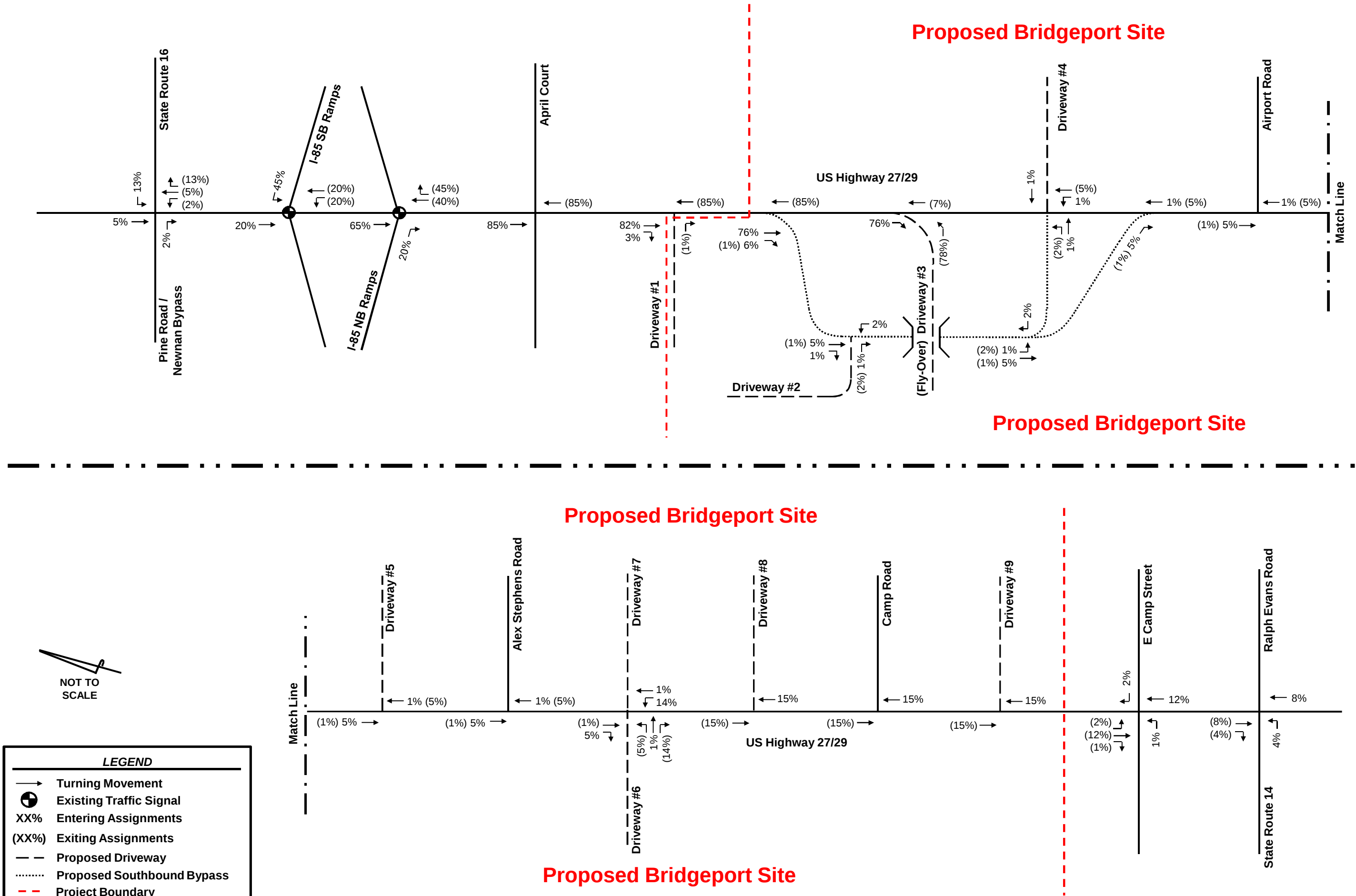


Table 6
Bridgeport DRI
2014 Existing Intersection Levels of Service
(delay in seconds)

Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
US 27/29 at Pine Road	Side-Street Stop Control	N/A	NB – A (3.8)	NB – A (7.3)
			EB – C (21.0)	EB – F (51.3)*
US 27/29 at State Route 16	Side-Street Stop Control	N/A	SB – A (7.2)	SB – A (7.3)
			WB – F (Err)*	WB – F (Err)*
US 27/29 at I-85 Southbound Ramp	Signal	D	B (11.3)	C (22.8)
US 27/29 at I-85 Northbound Ramp	Signal	D	C (23.8)	B (17.5)
US 27/29 at April Court	Side-Street Stop Control	N/A	NB – A (0.5)	NB – A (0.6)
			SB – A (1.0)	SB – A (0.2)
			EB – E (48.8)	EB – D (26.7)
			WB – C (15.5)	WB – B (11.9)
US 27/29 at W Camp Street / E Camp Street	Side-Street Stop Control	N/A	NB – A (0.0)	NB – A (0.1)
			SB – A (0.2)	SB – A (0.4)
			EB – C (22.5)	EB – C (18.3)
			WB – C (21.0)	WB – C (22.2)
US 27/29 at State Route 14/Ralph Evans Road	Side-Street Stop Control	N/A	NB – A (0.1)	NB – A (0.3)
			SB – A (0.4)	SB – A (0.6)
			EB – B (11.3)	EB – B (14.1)
			WB – C (21.2)	WB – C (25.0)

Note*: It is not uncommon to have excessive delays for stop-controlled approaches at an unsignalized intersection. For this scenario, where Pine Road and State Route 16 intersect US 27/29, these intersections are both programmed for operational improvements which are to be completed by year 2020. These improvements are included in the 2024 No-Build IMPROVED section of this analysis.

6.2 Projected 2024 No-Build Traffic

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for ten (10) years at 2.0% per year throughout the study network. These volumes were entered into *Synchro 8.0*, and capacity analyses were performed. The projected 2024 No-Build condition was analyzed using existing roadway geometry. The intersection laneage and traffic volumes for the projected 2024 No-Build conditions are shown in **Figures 8A and 8B**.

As shown in **Table 7**, there are no signalized intersections that are currently operating below the acceptable Level of Service standard (LOS D) during the AM Peak Hour and/or the PM Peak Hour. There are three (3) stop controlled intersections with approaches that operate poorly during the AM Peak Hour and/or the PM Peak Hour; however, it is not uncommon for unsignalized intersections to experience long delays.

The intersections of US Highway 27/29 at Pine Road and State Route 16 are expected to experience increased delay and volumes that warrant a signal. The following improvements are recommended for the intersections and include currently programmed projects which are expected to be completed before 2024.

- US Highway 27/29 at Pine Road / State Route 16 (to be constructed under project #M13 in Coweta County's CTP)
 - Align Pine Road with State Route 16 to create a four-way signalized intersection.
 - In the eastbound direction, provide two through lanes, an exclusive left-turn lane, and a channelized right-turn lane.
 - In the westbound direction, provide a left-turn lane, a through lane, and a channelized right-turn lane.
 - In the northbound direction, provide two through lanes, an exclusive left-turn lane, and a channelized right-turn lane.
 - In the southbound direction, provide an exclusive left-turn lane, one exclusive through lane, and a shared through-channelized right-turn lane.
- US Highway 27/29 at I-85 Northbound Ramp (to accommodate additional traffic from projects #M13 and #N8 in Coweta County's CTP)
 - Construct an additional eastbound left-turn lane along the ramp (creating dual left-turn lanes).

The projected 2024 No-Build Levels of Service with existing geometry are displayed in **Table 7**; the Levels of Service with the improvements stated above are shown in **Table 8**.

→

2014 Existing Roadway Laneage

⊕

2014 Existing Traffic Signal

→

2024 No-Build Improved Roadway Laneage

⊕

2024 No-Build Improved Traffic Signal

XX

AM Peak Hour Traffic Volumes

(XX)

PM Peak Hour Traffic Volumes

— —

Proposed Driveway

.....

Proposed Southbound Bypass

- - -

Project Boundary

NOT TO SCALE

LEGEND

- 2014 Existing Roadway Laneage
- ⊕ 2014 Existing Traffic Signal
- 2024 No-Build Improved Roadway Laneage
- ⊕ 2024 No-Build Improved Traffic Signal
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes
- — Proposed Driveway
- Proposed Southbound Bypass
- - - Project Boundary

Map Details:

- US Highway 27/29:** Main horizontal roadway.
- Intersections:**
 - State Route 16:** Intersection with Pine Road / Newnan Bypass. Traffic signal (2014 and 2024 No-Build Improved).
 - I-85 NB Ramps:** Southbound ramps from US Highway 27/29.
 - I-85 SB Ramps:** Northbound ramps to US Highway 27/29.
 - April Court:** Intersection with US Highway 27/29.
 - E Camp Street:** Intersection with US Highway 27/29.
 - Ralph Evans Road:** Intersection with US Highway 27/29.
 - State Route 14:** Intersection with US Highway 27/29.
- Traffic Volumes (AM / PM):**
 - State Route 16:** 278 (335) / 40 (127) / 310 (412) (Left); 405 (299) / 812 (483) / 135 (220) (Right).
 - I-85 NB Ramps:** 126 (372) / 150 (362) (Left); 1226 (630) / 13 (45) (Right).
 - I-85 SB Ramps:** 413 (239) / 488 (367) (Left); 4 (17) / 2 (1) / 1 (2) (Right).
 - April Court:** 2 (2) / 736 (414) / 51 (30) (Left); 155 (2) / 1 (71) / 23 (Right).
 - E Camp Street:** 18 (15) / 38 (15) / 20 (35) (Left); 33 (24) / 670 (368) / 1 (2) (Right).
 - Ralph Evans Road:** 13 (23) / 2 (7) / 4 (9) (Left); 1 (1) / 525 (257) / 5 (9) (Right).
 - State Route 14:** 16 (28) / 6 (15) / 4 (16) (Left); 29 (7) / 479 (154) / 117 (49) (Right).
- Match Lines:** Indicated at both ends of the map segment.

Figure 8B

Projected No-Build 2024 – Improved Conditions

Bridgeport DRI Transportation Analysis

Table 7 Bridgeport DRI Projected 2024 No-Build Intersection Levels of Service (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
US 27/29 at Pine Road	Side-Street Stop Control	N/A	NB – A (4.6)	NB – B (10.8)
			EB – D (34.6)	EB – F (139.0)
US 27/29 at State Route 16	Side-Street Stop Control	N/A	SB – A (8.4)	SB – B (13.1)
			WB – F (Err)	WB – F (Err)
US 27/29 at I-85 Southbound Ramp	Signal	D	B (12.4)	C (26.1)
US 27/29 at I-85 Northbound Ramp	Signal	D	C (32.8)	C (20.0)
US 27/29 at April Court	Side-Street Stop Control	N/A	NB – A (0.5)	NB – A (0.6)
			SB – A (1.0)	SB – A (0.2)
			EB – F (98.2)*	EB – E (49.6)*
			WB – C (16.9)	WB – B (12.6)
US 27/29 at W Camp Street / E Camp Street	Side-Street Stop Control	N/A	NB – A (0.0)	NB – A (0.1)
			SB – A (0.1)	SB – A (0.5)
			EB – D (27.8)	EB – C (24.2)
			WB – D (25.6)	WB – D (31.7)
US 27/29 at State Route 14/Ralph Evans Road	Side-Street Stop Control	N/A	NB – A (0.1)	NB – A (0.3)
			SB – A (0.4)	SB – A (0.7)
			EB – B (12.0)	EB – C (16.3)
			WB – D (26.0)	WB – E (36.8)*

Note*: It is not uncommon to have excessive delays for stop-controlled approaches at an unsignalized intersection.

Table 8 Bridgeport DRI Projected 2024 No-Build Intersection Levels of Service IMPROVED (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
US 27/29 at Pine Road / State Route 16	Signal	N/A	C (28.1)	D (41.9)

6.3 Projected 2024 Build Traffic

The traffic associated with the proposed Bridgeport DRI development was added to the projected 2024 No-Build volumes. These volumes were then entered into *Synchro 8.0*, and capacity analyses were performed. The projected 2024 Build condition was analyzed using existing roadway geometry. The intersection laneage and traffic volumes used for the projected 2024 Build conditions are shown in **Figure 9**.

Two (2) signalized intersections are projected to operate below the acceptable Level of Service standard during the AM Peak Hour and/or PM Peak Hour. After the implementation of the improvements recommended in the projected 2024 No-Build conditions analysis which realigned Pine Road and brought the intersection of State Route 16 at US Highway 27/29 to an acceptable Level of Service for the peak hours, two (2) signalized intersections are still projected to operate below the acceptable Level of Service standard. Additionally, the unsignalized intersection of April Court at US 27/29 is operating at a significantly high delay. Based on the projected 2024 Build conditions, the following improvements result in these intersections operating at or above their Level of Service standard (Please note that the following improvements are IN ADDITION TO the improvements needed in the projected 2024 No-Build conditions (noted in *Section 6.2*) for the study intersections to operate at or above their Level of Service standard.):

- US Highway 27/29 at I-85 Southbound Ramp
 - Construct an additional westbound left-turn lane along the off-ramp (creating dual left-turn lanes).
 - Construct an exclusive southbound right-turn lane on US Highway 27/29 (to accommodate additional traffic from projects #M13 and #N8 in Coweta County's CTP).
- US Highway 27/29 at I-85 Northbound Ramp
 - Construct an exclusive northbound right-turn lane.
 - Construct an extension of the eastbound channelized right-turn lane, as there is longer queuing projected due to the proposed development.
- US Highway 27/29 at April Court
 - Install a signal, as warranted.
- US Highway 27/29 from I-85 to Driveway #3 (the fly-over that acts as the primary entrance to the site)
 - Widen this section of roadway to create a continuous four lane cross-section between the interstate and the project's primary driveway.
- US Highway 27/29 from south of April Court to north of Airport Road
 - Construct a bypass route in the southbound direction that allows separation for access to Driveway #2 and also allows for separation from the fly-over while providing continuous flow in the southbound direction.

The projected 2024 Build Levels of Service with existing geometry are displayed in **Table 9**; the Levels of Service with the 2014 Existing improvements, projected 2024 No-Build improvements, and the improvements stated above are shown in **Table 10**.



Projected Build 2024 Conditions

Bridgeport DRI Transportation Analysis

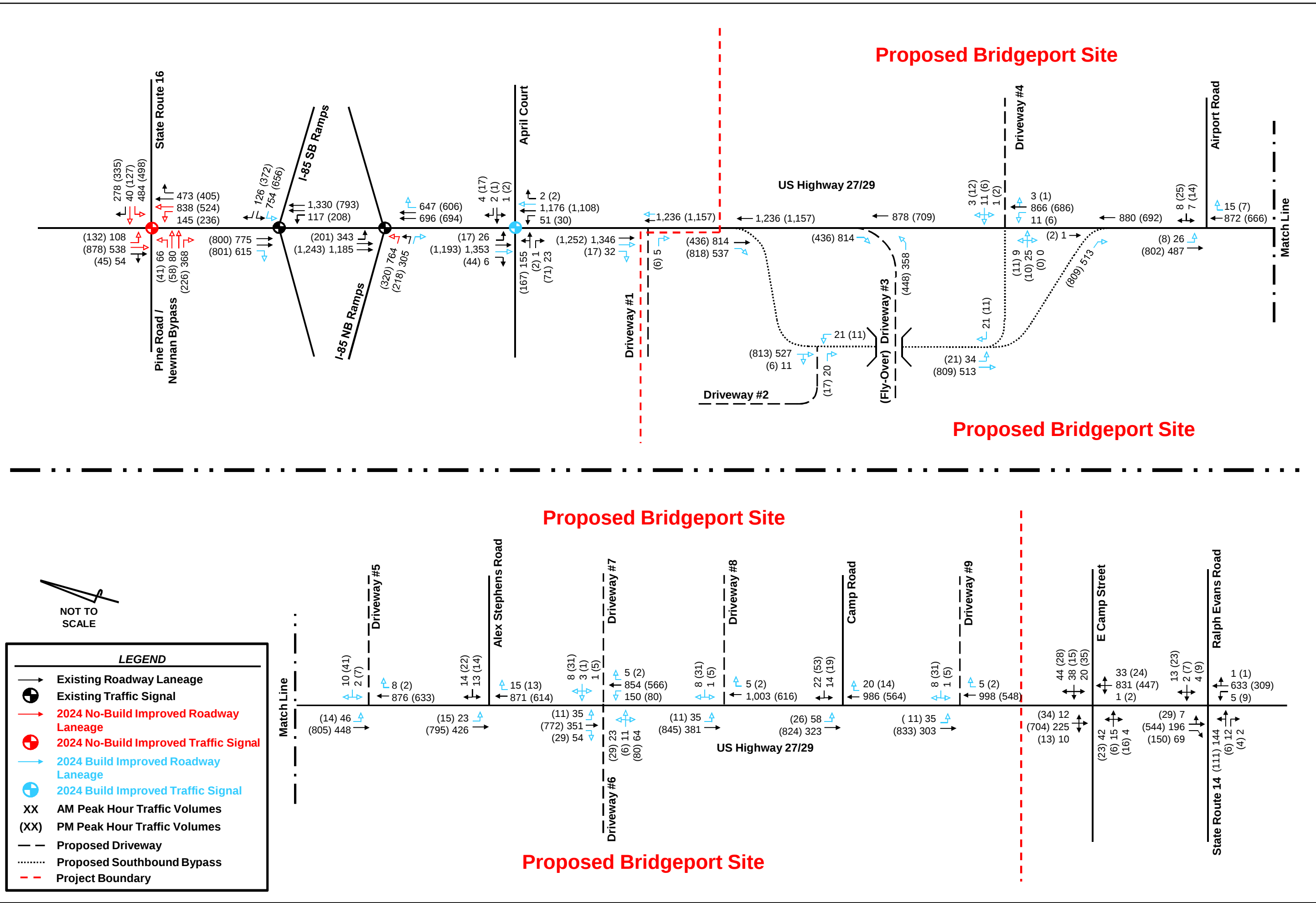


Table 9 Bridgeport DRI 2024 Build Intersection Levels of Service (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
US 27/29 at State Route 16	Signal	D	D (35.1)	D (42.6)
US 27/29 at I-85 Southbound Ramp	Signal	D	F (154.1)	F (111.9)
US 27/29 at I-85 Northbound Ramp	Signal	D	E (64.4)	B (16.8)
US 27/29 at April Court	Side-Street Stop Control	N/A	NB – A (1.5)	NB – A (0.6)
			SB – A (0.2)	SB – A (0.2)
			EB – F (8728.6)	EB – F (7063.4)
			WB – F (4299.2)	WB – F (331.0)
US 27/29 at W Camp Street / E Camp Street	Side-Street Stop Control	N/A	NB – A (0.0)	NB – A (0.1)
			SB – A (0.8)	SB – A (1.0)
			EB – F (95.6)*	EB – E (44.8)*
			WB – E (49.4)*	WB – F (51.2)*
US 27/29 at State Route 14/Ralph Evans Road	Side-Street Stop Control	N/A	NB – A (0.1)	NB – A (0.2)
			SB – A (0.3)	SB – A (0.7)
			EB – F (90.2)*	EB – F (89.5)*
			WB – C (16.6)	WB – C (17.3)

Note: It is not uncommon to have excessive delays for stop-controlled approaches at an unsignalized intersection.

Table 10 Bridgeport DRI Projected 2024 Build Intersection Levels of Service IMPROVED (delay in seconds)				
Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
US 27/29 at I-85 Southbound Ramp	Signal	D	C (23.5)	D (42.6)
US 27/29 at I-85 Northbound Ramp	Signal	D	C (29.2)	C (25.0)
US 27/29 at April Court	Signal	D	A (9.4)	B (13.9)

7.0 IDENTIFICATION OF PROGRAMMED PROJECTS

The following sources were researched for currently programmed transportation projects within the vicinity of the proposed development:

- Coweta County's Comprehensive Transportation Plan (CTP),
- Three Rivers Regional Commission's plans
- Atlanta Regional Commission's Transportation Improvement Program
- GDOT's Construction Work Program
- GDOT's Statewide TIP (STIP)

This research focused on determining the opening-to-traffic dates, sponsors, costs of projects, funding sources, and logical termini of all projects in the study network. Several projects are programmed for the area surrounding the study network. These projects were taken into consideration in the recommendations made for roadway improvements, but were not included directly in the analysis for this study. Per GRTA's requirement, as documented in the Letter of Understanding, only projects that are under construction or completed can be included in the analysis. Currently, there are no programmed improvements under construction near the study area. The identified projects are listed in **Table 11**, and a map with fact sheets identifying these projects has been included in **Appendix B**.

Table 11 Bridgeport DRI Programmed Improvements			
No.	Year	Project Number	Project Description
1	2017	M13	SR 16 intersection realignment at Pine Road (<i>funded</i>).
2	2017	N8	Newnan Bypass extension from Turkey Creek Road to SR 16 between US 29 and I-85 South (<i>funded</i>).
3	2017	C6	Adding two thru lanes in each direction and a center turn lane along US 27/29 from I-85 South to SR 16 (<i>funded</i>).
4	2020	I1	New interchange at I-85 South to Poplar Road (<i>funded</i>).
5	2030	OP22	Operational upgrades along US 27/29 from SR 41 to Church Street
6	2030	N9	New two-lane roadway from US 29 north of Moreland to Bethlehem Church Road
7	2040	OP23	Operational upgrades along US 27/29 from SR 41 to Church Street
8	2040	M11	Intersection modification at Greenville Street/US 29 and Sewell Road
9	2040	M21	Intersection improvements at US 29 and Corinth Road
10	2040	M37	Roundabout safety project at SR 14 and SR 41
11	TBD	COR5	Poplar Road widening from I-85 South to SR 16.
12	TBD	COR4	Southwest Newnan Bypass widening from intersection of US 27/29 and SR 16 to intersection of Smokey Road and Ishman Ballard Road.
13	TBD	ASP-CW-073	SR 16 widening from Poplar Road to Newnan Bypass Extension (N8).

8.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the Bridgeport DRI development is proposed to occur via nine (9) driveway locations along US Highway 27/29. Driveway #3 is proposed to be a fly-over of southbound US Highway 27/29 and the existing railroad right-of-way to the west side of the proposed development site and will serve as the main access point to the site. Access to Driveway #3 will be provided via free-flow lanes from on US Highway 27/29. The remaining portions of the site are access on the east and west sides of US Highway 27/29. The heavy industrial land use on the west side of the proposed development is to be accessed by the following driveways:

- Driveway #1 – side-street stop controlled
- Driveway #2 – side-street stop controlled
- Driveway #3 – free-flow fly-over ramp
- Driveway #6 – side-street stop controlled

The warehousing land use on the east side of the proposed development is to be accessed by the following driveways:

- Driveway #4 – side-street stop controlled
- Driveway #5 – side-street stop controlled
- Driveway #7 – side-street stop controlled
- Driveway #8 – side-street stop controlled
- Driveway #9 – side-street stop controlled

The site is also proposed to be served by additional access points on the east side of the site via existing roadways which include:

- Airport Road/Aviation Way
- Alex Stephens Road
- Camp Road

These roadways were included in the analysis portion of this study with estimates of existing traffic. Analyses were not performed and improvements are not proposed at the additional project driveways (shown on the site plan) to each of these roadways due to the low volumes anticipated. All of the studied access points are shown on the site plan in **Figure 3**.

The recommended intersection laneage and traffic volumes for the 2024 Build conditions are shown in **Figure 9**, and the following improvements are the recommended configurations for all site driveways and internal roads within the site. These recommended geometries are based on information that is currently known about the site. These driveway recommendations should be reassessed when the site plan is further refined. (Note: The attached site plan includes these improvements).

- Site Driveway #1 at US Highway 27/29
 - This will be a right-in right-out only driveway.
 - Construct an eastbound right-turn only lane with stop-control.
 - Construct a southbound right-turn lane on US Highway 27/29.
- Site Driveway #2 at US Highway 27/29 Southbound Bypass
 - This driveway will allow southbound right-turns in, eastbound right-turns out, and northbound left-turns in (which will be the termination point for the northbound lane along the Southbound Bypass)
 - Construct an eastbound right-turn only lane.

- Terminate the northbound lane using a left-turn only lane with stop-control.
- Site Driveway #3 at US Highway 27/29 (Fly-Over)
 - This driveway can only be accessed to and from the north along US 27/29. It will provide primary access to the western side of the project.
 - Construct an eastbound/westbound fly-over ramp from US Highway 27/29, over southbound US 27/29 and the existing freight rail line as the main access point to the site.
 - The outbound lane will enter US Highway 27/29 as a free-flow into an additional northbound travel lane to the I-85 Northbound Ramp.
 - The inbound lane will exit US Highway 27/29 as a free-flow lane, proposed as an additional southbound travel lane from the I-85 Northbound Ramp.
- Site Driveway #4
 - This will be a full movement driveway.
 - Construct an eastbound full movement approach lane entering the site with stop-control.
 - Construct a westbound full movement lane exiting the site with stop-control.
 - In the northbound direction, construct an exclusive left-turn lane on US Highway 27/29.
- Airport Road at US Highway 27/29
 - This will continue to operate as a full movement intersection.
 - In the northbound direction, construct an exclusive right-turn lane to enter the site on US Highway 27/29.
 - In the southbound direction, construct an exclusive left-turn lane to enter the site on US Highway 27/29.
- Site Driveway #5 at US Highway 27/29
 - This will be a full movement driveway.
 - Construct a westbound shared left- and right-turn lane exiting the site with stop-control.
 - In the northbound direction, construct an exclusive right-turn lane to enter the site on US Highway 27/29.
 - In the southbound direction, construct an exclusive left-turn lane to enter the site on US Highway 27/29.
- Alex Stephens Road at US Highway 27/29
 - This will continue to operate as a full movement intersection.
 - In the northbound direction, construct an exclusive right-turn lane to enter the site on US Highway 27/29.
 - In the southbound direction, construct an exclusive left-turn lane to enter the site on US Highway 27/29.
- Site Driveway #6 / Driveway #7 at US Highway 27/29
 - These will both be full movement driveways.
 - Construct an eastbound full movement approach lane exiting the site with stop-control.
 - Construct a westbound full movement approach lane exiting the site with stop-control.
 - In the northbound direction, construct exclusive left-turn and right-turn lanes on US Highway 27/29.
 - In the southbound direction, construct exclusive left-turn and right-turn lanes on US Highway 27/29.
- Site Driveway #8 at US Highway 27/29
 - This will be a full movement driveway.
 - Construct a westbound shared left-right turn lane exiting the site with stop-control.

- In the southbound direction, construct an exclusive left-turn lane on US Highway 27/29.
- Camp Road at US Highway 27/29
 - This will continue to operate as a full movement intersection.
 - In the northbound direction, construct an exclusive right-turn lane on US Highway 27/29.
 - In the southbound direction, construct an exclusive left-turn lane on US Highway 27/29.
- Site Driveway #9 at US Highway 27/29
 - This will be a full movement driveway.
 - Construct a westbound shared left- and right-turn lane exiting the site with stop-control.
 - In the southbound direction, construct an exclusive left-turn lane on US Highway 27/29.

Table 12
Bridgeport DRI
Projected 2024 Build Intersection Levels of Service for Proposed Site Driveways (IMPROVED)
(delay in seconds)

Intersection	Control	LOS Std.	AM Peak Hour	PM Peak Hour
US 27/29 at Driveway #1	Side-Street Stop Control	N/A	EB – B (10.3)	EB – B (10.1)
US 27/29 at Driveway #2	Side-Street Stop Control	N/A	NB – B (13.8)	NB – C (17.7)
US 27/29 at Driveway #3	Free Flow	N/A	N/A	N/A
US 27/29 at Driveway #4	Side-Street Stop Control	N/A	NB – A (0.1)	NB – A (0.1)
			EB – D (25.7)	EB – C (18.9)
			WB – C (22.2)	WB – C (16.5)
US 27/29 at Airport Road	Side-Street Stop Control	N/A	SB – A (0.5)	SB – A (0.1)
			WB – D (28.6)	WB – D (26.5)
US 27/29 at Driveway #5	Side-Street Stop Control	N/A	SB – A (1.1)	SB – A (0.2)
			WB – C (23.4)	WB – C (20.7)
US 27/29 at Alex Stephens Road	Side-Street Stop Control	N/A	SB – A (0.5)	SB – A (0.2)
			WB – D (28.7)	WB – D (25.5)

Table continued on following page

Table continued from previous page

US 27/29 at Driveway #6 / Driveway #7	Side-Street Stop Control	N/A	NB – A (1.7)	NB – A (1.3)
			SB – A (0.9)	SB – A (0.1)
			EB – F (126.4)*	EB – F (124.0)*
			WB – E (45.2)*	WB – D (32.8)
US 27/29 at Driveway #8	Side-Street Stop Control	N/A	SB – A (1.0)	SB – A (0.1)
			WB – C (24.6)	WB – C (19.5)
US 27/29 at Camp Road	Side-Street Stop Control	N/A	SB – A (1.9)	SB – A (0.3)
			WB – E (35.0)*	WB – D (25.3)
US 27/29 at Driveway #9	Side-Street Stop Control	N/A	SB – A (2.2)	SB – A (0.1)
			WB – C (23.9)	WB – C (17.7)

*Note: It is not uncommon to have excessive delays for stop-controlled approaches at an unsignalized intersection.

As shown in **Table 12**, all intersections within the study network are projected to operate acceptably during both the AM and PM peak hours once all recommended improvements are installed at each site access location.

9.0 INTERNAL CIRCULATION ANALYSIS

Internal roadways throughout the site provide access to all land uses and parking on the site. A more detailed layout of the internal roadways is shown in **Figure 3**.

10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The Bridgeport DRI development is industrial in nature with general heavy industrial and warehousing components. This development is located within and is consistent with Coweta County's *Comprehensive Transportation Plan, 2006* (updated April 2014).

11.0 NON-EXPEDITED CRITERIA

11.1 *Vehicle Miles of Travel*

While there were no reductions made on the trip generation for the proposed development, there is an active freight rail line adjacent to the site that could significantly reduce the heavy truck volumes generated by the development. The trip generation for the proposed development is considered conservative, while not reducing generated trips for the rail connection.

11.2 *Transportation and Traffic Analysis*

11.2.1 *Planned and Programmed Improvements*

The proposed project is not anticipated to preclude any transportation infrastructure improvement projects as identified by the Coweta County Comprehensive Transportation Plan.

It should be noted that three projects (See *Table 13*, M13, N8, and C6) in the CTP are expected to be under construction in early summer 2014 and will provide improved traffic operations and alternative routes for freight and passenger vehicles to areas north of the proposed development site. Projects M13 and C6 are included in this analysis as recommendations for improvements for the 2024 No-Build scenario (noted in *Section 6.2*).

11.2.2 *Preserving Regional Mobility*

The proposed development is bisected by US Highway 27/29, an urban principal arterial that provides direct access to I-85 Northbound and Southbound. To the North, US-27/29 also connects to downtown Newnan and SR 16. To the South, US-27/29 splits at the town of Moreland where US 29 continues in the southwest direction and US 27 continues in the southeast direction. All recommendations in this study are made with the intent of preserving access for travelers through the surrounding region while also allowing the system to accommodate the proposed new development.

11.2.3 *Safe and Efficient Operations*

This traffic study represents a list of recommendations that not only address transportation operational enhancements, but also take into account the safety of travelers using the surrounding network. The recommendations are intended to provide solutions that are context sensitive and create safe conditions for both the employees of the proposed project and the general public. Pedestrians and bicyclists were taken into consideration when formulating and testing recommended improvements as outlined in this report; however, the study area is not heavily used by pedestrians and bicyclists and the existing surrounding area is not considered pedestrian/bicycle friendly. As more details about the site develop in the future, additional safety measures can be considered for each individual intersection.

11.2.4 Minimize Congestion

The recommendations as described in this report are targeted at reducing vehicular congestion to standards as described earlier in this report. Recommendations reflect the goal of vehicular congestion mitigation.

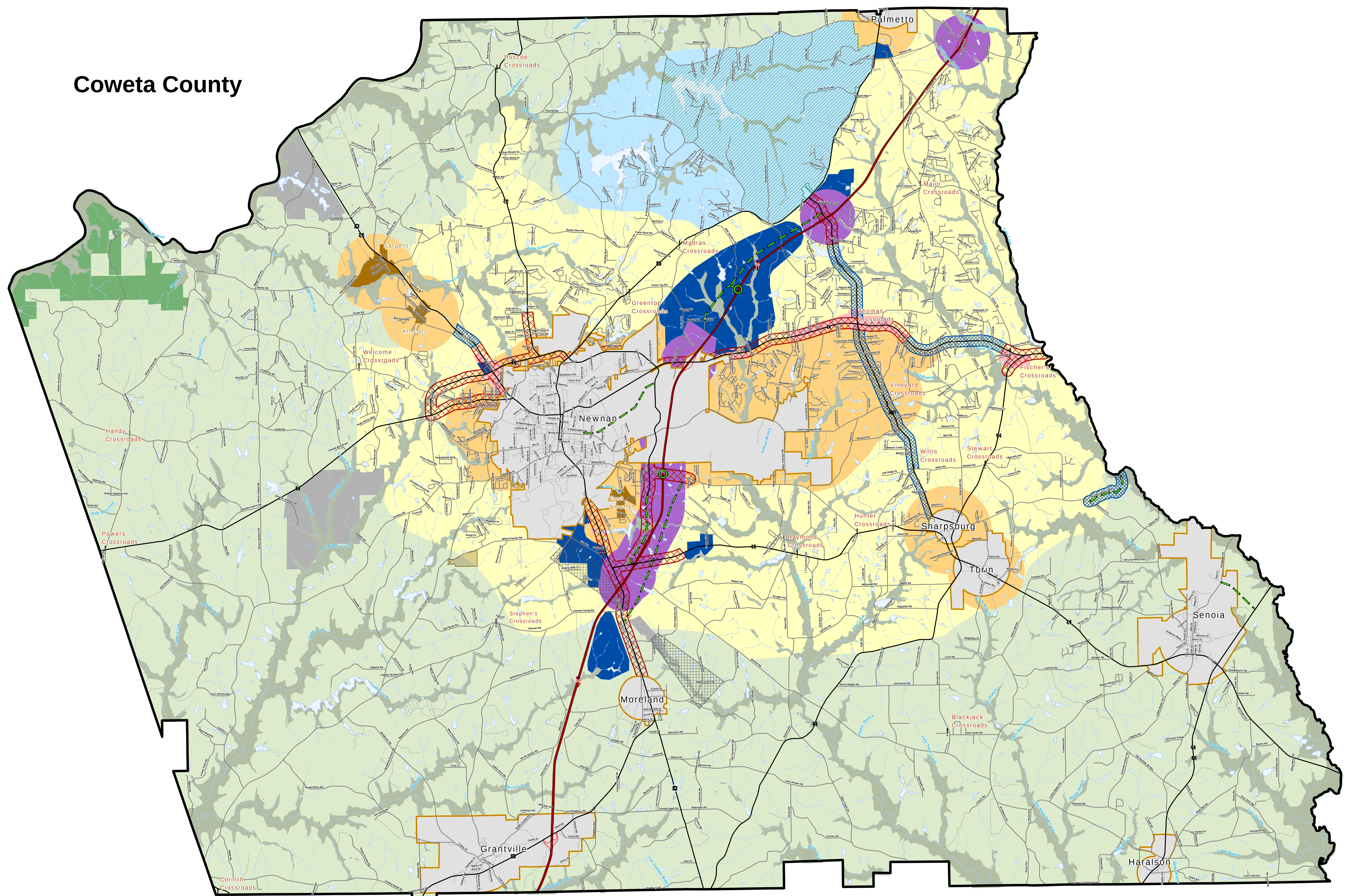
11.3 Relationship of Existing Development and Infrastructure

The development is located in an area that is largely rural and is without many significant traffic generators. The proposed industrial project is enhanced by its location along a freight rail line and is bordered by the Newnan-Coweta County Airport. There is also a large truck stop located just north of the site and southeast of I-85. Because the site is largely surrounded by rural land and high-intensity transportation systems, with construction of the recommended improvements, the proposed development is not expected to have a negative impact on its surroundings.

Appendices

Appendix A
Zoning Map

Coweta County



Coweta County 2006-2026 Comprehensive Plan



8

0 0.5 1 Miles

Planned Interchange
Planned Roadway
Crossroads Service Center
Mill Village
Interstate Gateway

Runway Protection Zone
Commercial Corridor
Neighborhood Institutional and Service Corridor

Future Land Use
Employment Center - Commercial/Office
Employment Center - Industrial

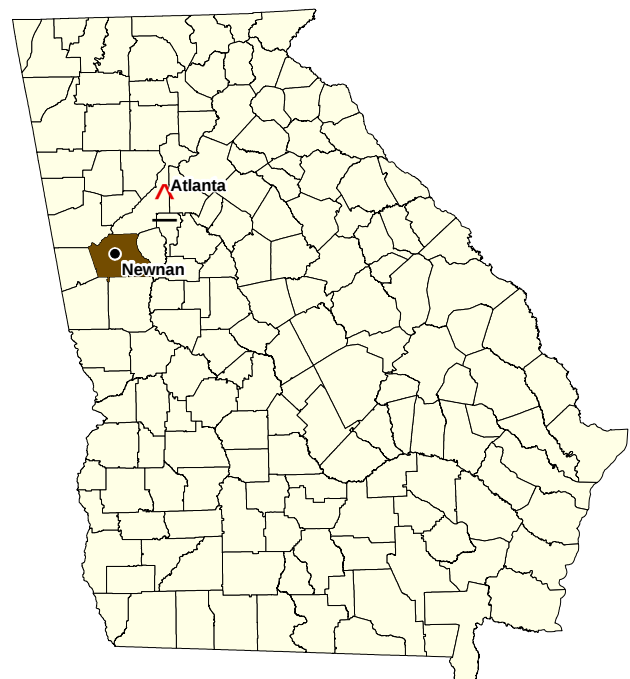
Infill Neighborhood Low Density
Infill Neighborhood Medium Density
Transportation/Communication/Utilities
Lakeside Residential
Conservation
Rural Conservation

Interstate
Ramp
State Highway
County Road
Road
River/Stream

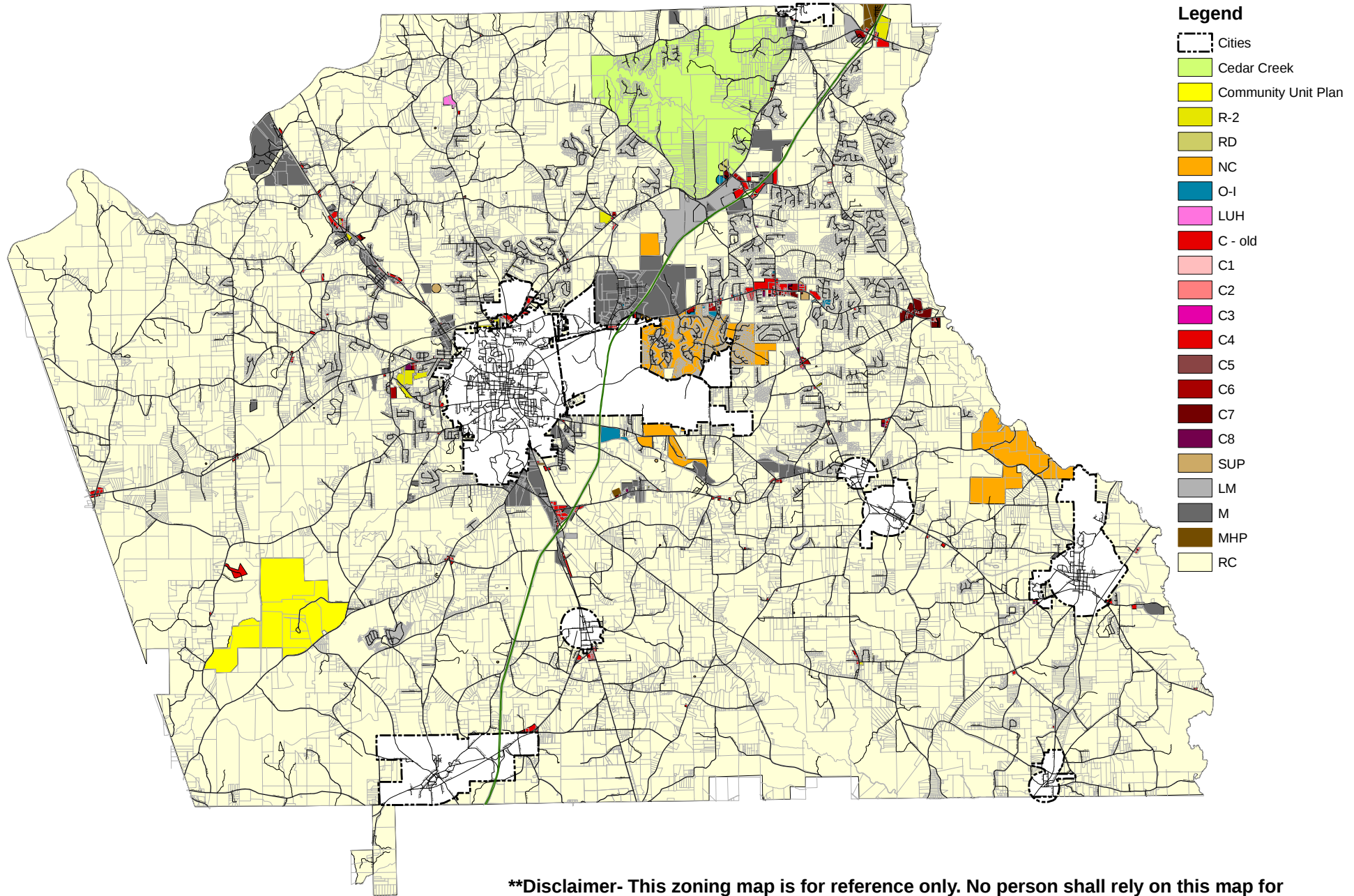
Brown's Mill Battlefield
Lake/Pond
Cedar Creek Zoning District Boundary
Chattahoochee Bend State Park
City Boundary
County Boundary

Future Development Map

Amended April 17, 2007



Coweta County Zoning Reference Map



****Disclaimer-** This zoning map is for reference only. No person shall rely on this map for final determination of zoning. Please see the Official Zoning Map which is located in the Planning Department at 22 East Broad St. Newnan, Ga. 30263.

Appendix B
Programmed Improvement Projects

ROADWAYS & BRIDGES

The list of proposed roadway recommendations includes projects to improve the safety and operational efficiency of the roadway network while decreasing congestion. Projects are categorized as follows:

- Capacity Additions = 18
 - New Interchange (I) = 2
 - New Location Roadway (N) = 11
 - Road Widening/Capacity (C) = 5
- Operations Improvements = 65
 - Operational Upgrade* (OP) = 25
 - Intersection Modification (M) = 40
- Corridor Improvements** (COR) = 7
- Bridge Upgrades (B) = 30
- Railroad Crossings (R) = 7

* Examples include safety/shoulder/intersection radii improvements and addition of sidewalks/bike lanes

**Further detailed analysis required; could include a combination of widening, operational upgrades, intersection modifications and new location roadways



ROADWAY & BRIDGE PROJECT LIST

Map ID	Roadway/Location	Jurisdiction	Phase
NEW INTERCHANGES			
I1	Poplar Rd at I-85 (Mile Marker 44) and widening from Newnan Crossing Bypass to Newnan Crossing Blvd	Coweta Co	Short
I2	Amlajack Interchange at I-85 (Mile Marker 49)	Coweta Co	Short
NEW LOCATION ROADWAY			
N1	Coweta Industrial Pkwy Extension from Coweta Industrial Pkwy terminus to Amlajack Blvd Extension (2 lanes)	Coweta Co	Short
N2	Madras Connector from Amlajack Blvd Extension to US 29 and Happy Valley Cir (2 lanes)	Coweta Co	Mid
N3	Amlajack Blvd Extension from Amlajack Blvd termini to Coweta Industrial Pkwy (2 lanes)	Coweta Co	Short
N4	Hollz Pkwy Extension from Hollz Pkwy termini to Amlajack Blvd Extension (4 lanes)	Coweta Co	Short
N5	McIntosh Pkwy Extension from McIntosh Pkwy termini near Newnan Crossing Bypass to McIntosh Pkwy termini near Farmer St (4 lanes)	Newnan	Short
N6	Andrew St Extension from Augusta Dr to East Washington St (2 lanes)	Newnan	Short
N7	Campus Dr Extension from Campus Dr termini/Turkey Creek Rd to SR 16 (2 lanes)	Coweta Co	Long
N8	Newnan Bypass Extension from Turkey Creek Rd to SR 16 (4 lanes)	Coweta Co	Short
N9	US 29 Connector from US 29 north of Moreland to Bethlehem Church Rd (2 lanes)	Coweta Co	Mid
N10	Vernon Hunter Pkwy from McIntosh Trail to TDK Blvd Extension	Coweta Co	Mid
N11	New roadway north of Senoia from end of Ivy Ln to SR 74/85 (2 lanes)	Senoia	Long

Map ID	Roadway/Location	Jurisdiction	Phase
ROADWAY WIDENING/CAPACITY			
C1	SR 154 from SR 34 to US 29 (to 4 lanes)	Coweta Co	Mid
C2	SR 154 from Lower Fayetteville Rd to SR 34 (to 4 lanes)	Coweta Co	Mid
C3	Lower Fayetteville Rd (Phase 1) from Newnan Lakes Blvd to Shenandoah Blvd (to 4 lanes)	Newnan	Mid
C4	Newnan Crossing Blvd East from Stillwood Dr to Poplar Rd (to 4 lanes)	Newnan	Mid
C5	PROJECT REMOVED...NUMBER NO LONGER IN USE	-----	-----
C6	SR 16 from US 29 to I-85 (to 4 lanes)	Coweta Co	Short
OPERATIONAL UPGRADE			
OP1	Thomas Powers Rd/Hewlette South Rd from SR 34 to Bud Davis Rd	Coweta Co	Long
OP2	Bud Davis Rd from Mt. Carmel Rd/ Hewlette South Rd to Chattahoochee Bend State Park entrance	Coweta Co	Long
OP3	Mt. Carmel Rd from Bud Davis Rd to Payton Rd	Coweta Co	Long
OP4	Payton Rd from Mt. Carmel Rd to Boone Rd	Coweta Co	Long
OP5	Boone Rd from Payton Rd to Wagers Mill Rd	Coweta Co	Long
OP6	Wagers Mill Rd from Boone Rd to SR 16/Alt 27	Coweta Co	Long
OP7	Macedonia Rd/Buddy West Rd from SR 16 to Happy Valley Cir, including intersection modification at SR 70	Coweta Co	Mid
OP8	Happy Valley Cir from Buddy West Rd to Hal Jones Rd	Coweta Co	Mid
OP9	Cannongate Rd from Palmetto-Tyrone Rd to Collinsworth Rd (CR548), with intersection realignment at Collinsworth Rd	Coweta Co	Mid
OP10	Fischer Rd (CR 40) from SR 54 to Palmetto-Tyrone Rd	Coweta Co	Short
OP11	SR 34 from Jefferson St/Ashley Park to SR 154	Newnan/ Coweta Co	Long
OP12	SR 54 from SR 154 to SR 34	Sharpsburg/ Coweta Co	Long
OP13	Poplar Rd from Newnan Crossing Blvd to SR 16	Coweta Co	Mid
OP14	Sullivan Rd from Lower Fayetteville Rd to SR 34 East	Newnan/ Coweta Co	Long
OP15	Marion Beavers Rd from SR 16 to SR 154	Coweta Co	Long
OP16	SR 154 from Old Hwy 16 to Lower Fayetteville Rd	Sharpsburg/ Coweta Co	Long
OP17	SR 154 from Old Hwy 16 to SR 54	Sharpsburg	Long
OP18	Willis Rd/Stewart Rd from SR 154 to SR 54	Coweta Co	Long
OP19	Reese Rd from McIntosh Trl to SR 54	Coweta Co	Long
OP20	McIntosh Trl from SR 54 to Stallings Rd	Sharpsburg/ Coweta Co	Mid
OP21	Stallings Rd from Couch St to McIntosh Trl	Senoia/ Coweta Co	Long
OP22	US 29/27Alt from I-85 to Airport Rd	Coweta Co	Mid
OP23	US 29 from SR 41 to Church St	Moreland	Long
OP24	Railroad St from Main St to Harris St, including College St to Us 29 and Harris St to cemetery	Moreland	Mid
OP25	US 29 from LaGrange St to Griffin St/Clarence McCambry Rd	Grantville	Long

Map ID	Roadway/Location	Jurisdiction	Phase
INTERSECTION MODIFICATIONS			
M1	US 29 at Tommy Lee Cook Rd	Palmetto	Long
M2	Collinsworth Rd at Weldon Rd	Palmetto	Short
M3	Fischer Rd (CR 40) at Andrew Bailey Rd	Coweta Co	Short
M4	Herring Rd at US 29 and CSX Railroad	Coweta Co	Short
M5	SR 16 at Witcher Rd and Glover Rd	Coweta Co	Short
M6	SR 34 West at SR 34 Bypass and Ishman Ballard Rd (roundabout)	Coweta Co	Long
M7	SR 34/Franklin Rd at Belt Rd and Norfolk Southern Railroad	Newnan	Long
M8	SR 34/Franklin Hwy at Pete Davis Rd and Thigpen Rd	Coweta Co	Long
M9	SR 34/Franklin Hwy at Welcome Rd	Coweta Co	Long
M10	Old Corinth Rd and Belk Rd at Smokey Rd	Coweta Co	Short
M11	Greenville St/US 29 at Sewell Rd	Newnan	Long
M12	Five Points Intersection Reconfiguration—East Newnan Rd at Poplar Rd, Turkey Creek Rd, and Martin Luther King, Jr. Dr (roundabout)	Newnan/ Coweta Co	Short
M13	SR 16 at Pine Rd	Coweta Co	Short
M14	SR 34/Bullsboro Dr at Amlajack Blvd and Parkway North	Coweta Co	Short
M15	I-85 Southbound Off Ramp at SR 34/Bullsboro Dr	Newnan	Short
M16	SR 34 at Baker Rd and Sullivan Rd	Coweta Co	Long
M17	Lora Smith Rd at SR 34	Coweta Co	Short
M18	Lora Smith Rd at Lower Fayetteville Rd	Coweta Co	Short
M19	Lower Fayetteville Rd at Fischer Rd/SR 34 East	Coweta Co	Mid
M20	Lower Fayetteville Rd at Parks Rd	Coweta Co	Short
M21	US 29 at Corinth Rd	Newnan	Long
M22	Poplar Rd at Parks Rd	Coweta Co	Short
M23	SR 16 at Turkey Creek Rd	Coweta Co	Long
M24	SR 154 at Old Hwy 16 (roundabout)	Sharpsburg	Long
M25	SR 154 at Terrentine St	Sharpsburg	Long
M26	SR 16 at SR 54 (roundabout)	Turin	Short
M27	SR 54 at Johnson Rd	Coweta Co	Long
M28	SR 16 at Elders Mill Rd	Coweta Co	Long
M29	SR 16 at Pylant St	Senoia	Short
M30	Rockaway Rd at Heritage Point Pkwy	Senoia	Short
M31	SR 74/85 at Seavy St	Senoia	Long
M32	Eastside School Rd at Old Hwy 85	Coweta Co	Short
M33	Gordon Rd at Elders Mill Rd	Coweta Co	Short
M34	SR 74/85 at Gordon Rd	Haralson	Long
M35	Line Creek Rd at Shaddix Rd	Haralson	Short
M36	Line Creek Rd at Main St	Haralson	Short
M37	SR 14 at SR 41 (roundabout)	Coweta Co	Long
M38	Corinth Rd at West Grantville Rd, Earl North Rd, and Hannah Rd	Coweta Co	Short
M39	US 29 at Lowery Rd	Grantville	Long
M40	Griffin St at Charlie Patterson Rd (roundabout)	Grantville	Short

Map ID	Roadway/Location	Jurisdiction	Phase
CORRIDOR IMPROVEMENTS			
COR1	SR 16 from location in Carroll County to SR 34 Bypass	Coweta Co	N/A
COR2	SR 34 Bypass from SR 34 (Franklin Highway) to US 27 Alt/SR 16 (Carrollton Hwy)	Coweta Co	N/A
COR3	Ishman Ballard Rd from Smokey Rd to SR 34	Coweta Co	N/A
COR4	Southwest Newnan Bypass from US 29 to Smokey Rd at Ishman Ballard Rd	Coweta Co	N/A
COR5	SR 16 from I-85 to Poplar Rd	Coweta Co	N/A
COR6	SR 16 from Poplar Rd to Carl Williams Rd	Sharpsburg/ Turin/ Senoia/ Coweta Co	N/A
COR7	SR 16 from Carl Williams Rd to location in Spalding Co	Coweta Co	N/A
BRIDGE UPGRADES			
B1	Payton Rd , 9.2 miles NW of Newnan	Coweta Co	N/A
B2	Boone Rd , 8.9 miles NW of Newnan	Coweta Co	N/A
B3	Mt. Carmel Rd at Thomas Creek	Coweta Co	Short
B4	Summers McKoy Rd at Thomas Creek	Coweta Co	Short
B5	Main St , 2.5 miles NW of Newnan over railroad	Coweta Co	N/A
B6	Henry Bryant Rd at Wahoo Creek	Coweta Co	N/A
B7	Duncan Rd at Cedar Creek Tributary	Coweta Co	Short
B8	Happy Valley Cir , 6.0 miles N of Newnan	Coweta Co	N/A
B9	J.D. Walton Rd at Caney Creek	Coweta Co	Short
B10	Corinth Rd at New River	Coweta Co	N/A
B11	Chandler Rd , 4.0 miles SW of Newnan	Coweta Co	N/A
B12	Holbrook Rd at Sandy Creek	Coweta Co	Short
B13	Potts Rd at Sandy Creek	Coweta Co	Short
B14	Bobo Banks Rd at Messiers Creek	Coweta Co	N/A
B15	Bohannon Rd at Messiers Creek	Coweta Co	Short
B16	Minnie Sewell Rd at Yellow Jacket Creek	Coweta Co	Short
B17	Bexley Rd at Yellow Jacket Creek	Coweta Co	Short
B18	Bradbury Rd at Yellow Jack Creek	Coweta Co	N/A
B19	Lowery Rd Extension , 2.5 miles E of Grantville	Coweta Co	N/A
B20	Allen Rd , 0.5 miles N of Grantville	Coweta Co	N/A
B21	PROJECT REMOVED...NUMBER NO LONGER IN USE	-----	-----
B22	Hines Rd , 4.0 miles S of Moreland	Coweta Co	N/A
B23	Gordon Rd at White Oak Creek	Coweta Co	N/A
B24	Gordon Rd at Abandoned Railroad	Coweta Co	N/A
B25	Moore Rd at Little White Oak Creek	Coweta Co	Short
B26	McDonald Rd at Pine Creek (box culvert replacement)	Coweta Co	Short
B27	Lower Fayetteville Rd at Shoal Creek Tributary (culvert replacement)	Coweta Co	N/A
B28	SR 54 at Shoal Creek	Coweta Co	N/A
B29	McIntosh Trl at Keg Creek	Coweta Co	N/A
B30	PROJECT REMOVED...NUMBER NO LONGER IN USE	-----	-----
B31	SR 74/85 at Central of Georgia rail line between SR 16 and Seavy St	Senoia	Short
B32	Gray Girls Rd , 4.0 miles SE of Senoia	Coweta Co	N/A

Map ID	Roadway/Location	Jurisdiction	Phase
RAILROAD CROSSING			
R1	Walt Sanders Rd (Railroad crossing 050420R) (add warning device)	Coweta Co	N/A
R2	Walt Sanders Rd (Railroad crossing 050419W) (add warning device)	Coweta Co	N/A
R3	Johnson Cir (Railroad crossing 050408J) (add warning device)	Coweta Co	N/A
R4	Main St (Railroad crossing 050458M) (upgrade crossing)	Grantville	N/A
R5	Seavy St at CSX (upgrade crossing)	Senoia	N/A
R6	Johnson St at CSX (upgrade crossing)	Senoia	N/A
R7	Seavy St at Norfolk Southern (upgrade crossing)	Senoia	N/A
OTHER			
N/A	Signage inventory and wayfinding study	Coweta Co and Cities	N/A
N/A	Parking study	Moreland	N/A
N/A	Off-system safety improvements at 10 locations in Coweta and Heard Co.	GDOT	N/A

Phasing: short-term=2014-2020; mid-term = 2021-2030; long-term = 2031-2040

Note: N/A is shown in the Phase column for bridge and rail crossing projects because those projects are prioritized and selected for funding based on safety and rail crossing programs administered by GDOT.

FREIGHT, RAIL & AVIATION

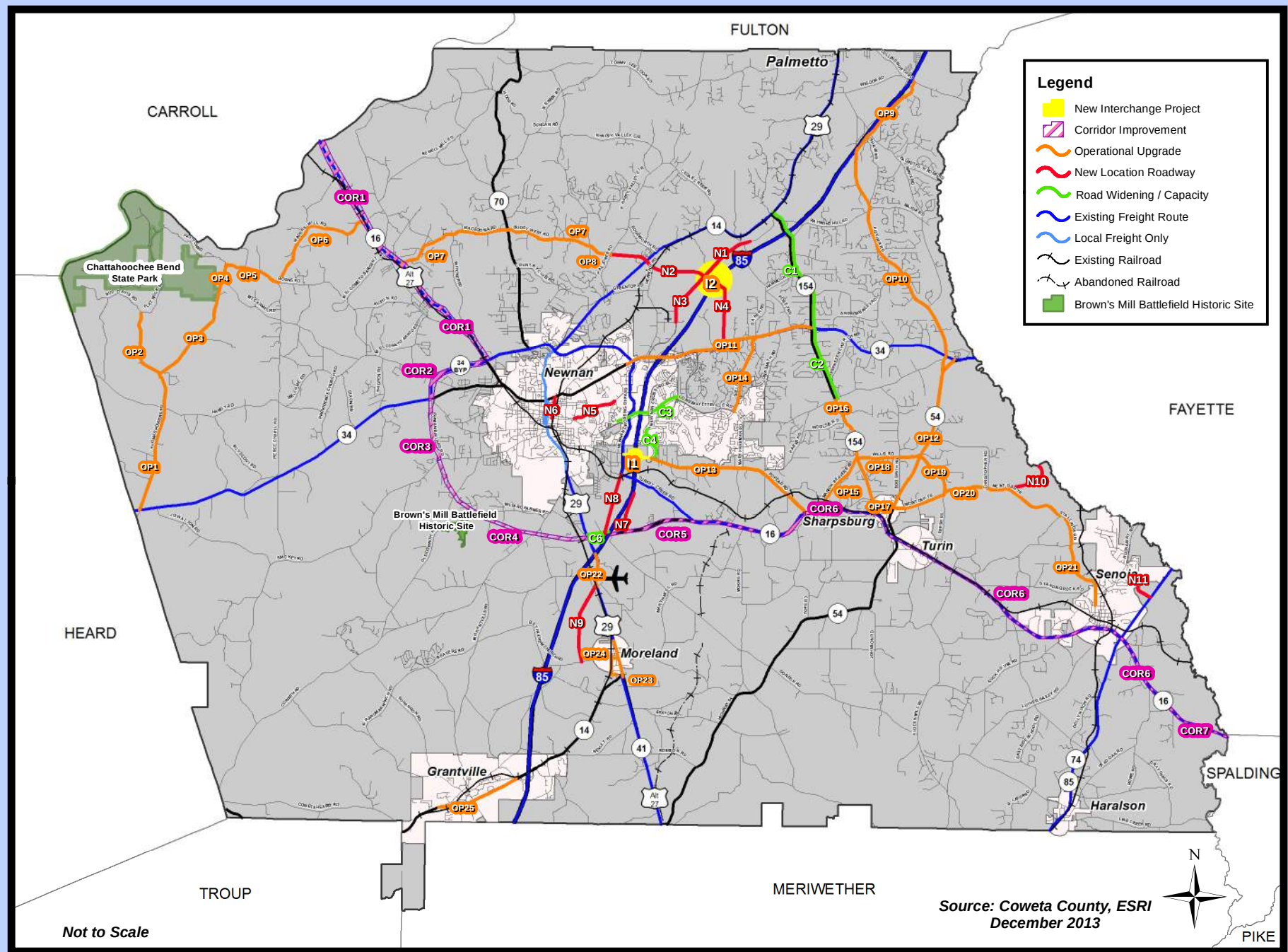
Freight movement in Coweta predominantly involves trucking and railroads. The CTP's freight recommendations are designed to respond to several specific needs:

- Optimize economic growth by ensuring a balanced and efficient goods transport system
- Provide roadway and intersection facilities that maintain safe and efficient freight access and mobility
- Improve the roadway network to accommodate growing freight transport, delivery and transfer needs
- Minimize the impact of freight movement in environmentally sensitive and populated areas

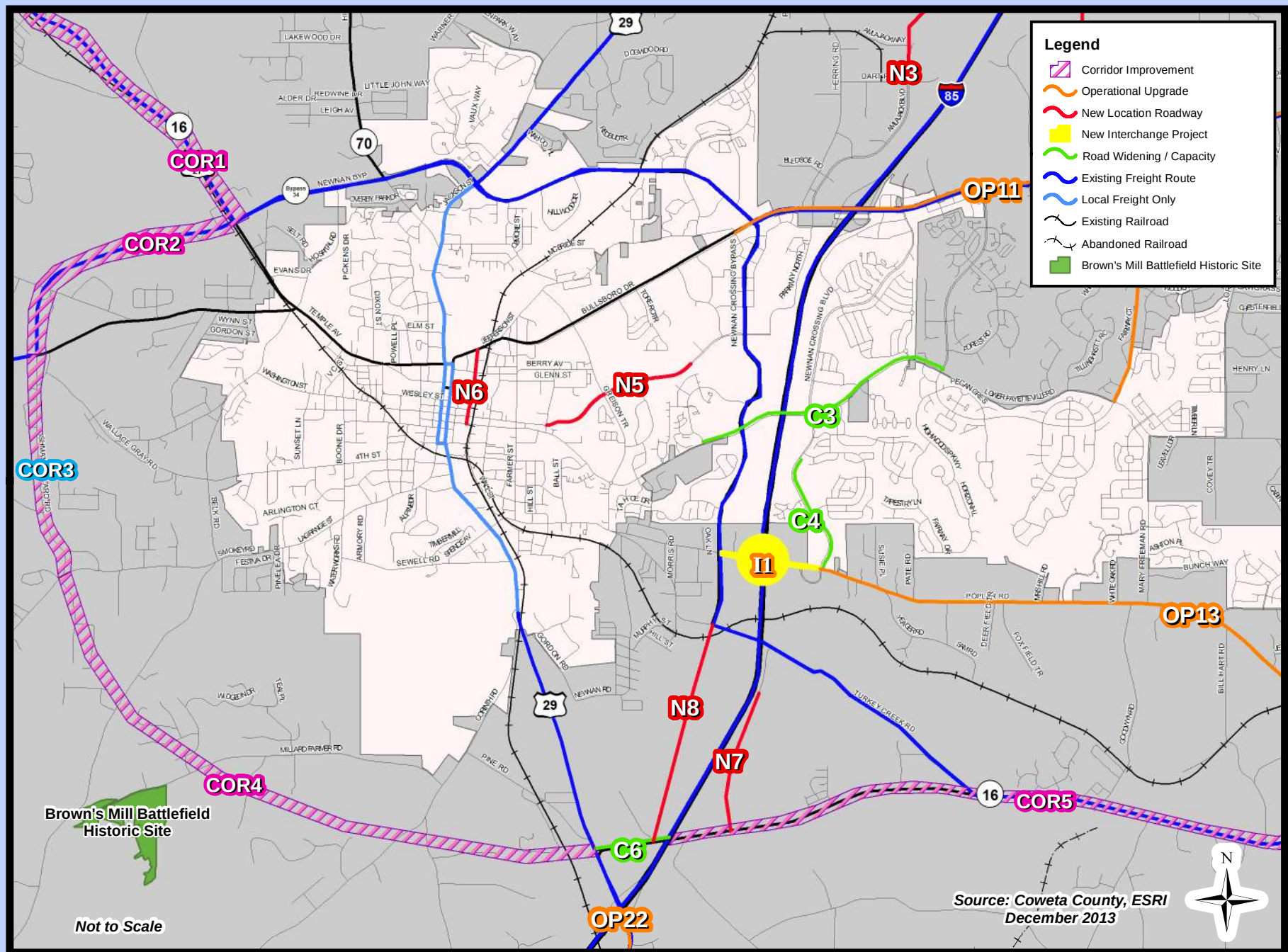


The CTP freight recommendations are:

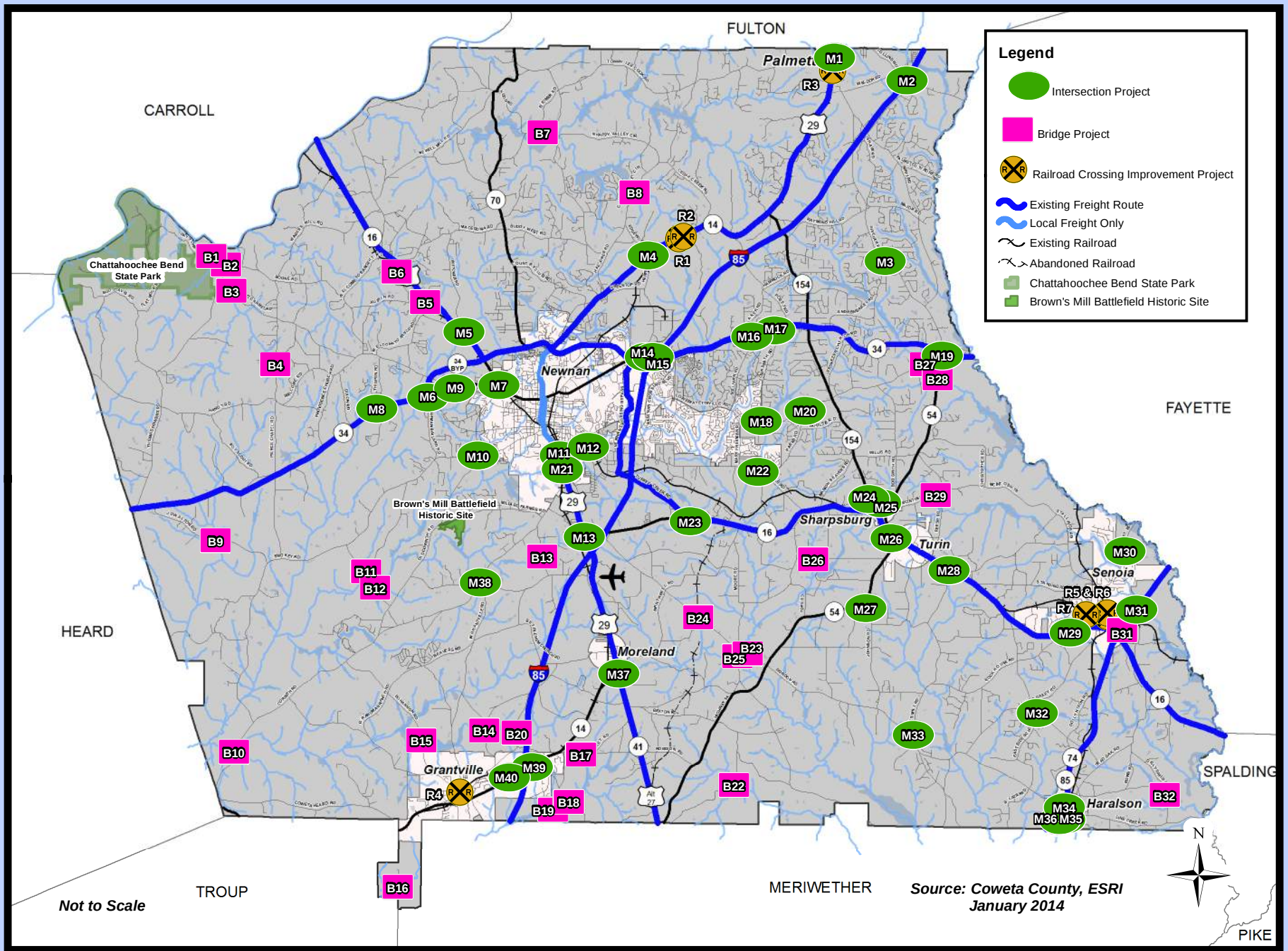
- Designate additional roadways as Regional Freight Routes (if the segment meets criteria)
 - Hwy 154 from I-85 westward to US 29
 - Collinsworth Road/Weldon Road from I-85 westward to US 29
- Provide improved freight access by adding new roadways to the Regional Truck Route Network
 - When Amlajack Boulevard Interchange is constructed, add Amlajack Boulevard, Coweta Industrial Parkway, and Holz Parkway
 - When constructed/widened, add Newnan Bypass Extension from Turkey Creek Road to SR 16 and SR 16 from I-85 to US 29, and remove Turkey Creek Road
- Continue to monitor at-grade rail crossings to evaluate whether changing conditions in roadway traffic volumes or rail traffic volumes result in greater potential for conflicts
- Upgrade at-grade railroad crossings at key vehicular traffic locations to improve safety and mobility for roadways and rail (refer to Railroad Crossings in the roadway recommendations list for specific locations)



Coweta County Joint Comprehensive Transportation Plan Update
Interchange, New Location, Operational Upgrade, and Widening/Capacity Projects (Coweta County)



Coweta County Joint Comprehensive Transportation Plan Update
Interchange, New Location, Operational Upgrade, and Widening/Capacity Projects (City of Newnan)



Coweta County Joint Comprehensive Transportation Plan Update **Bridge, Railroad Crossing, and Intersection Modification Projects (Coweta County)**

Appendix C
Trip Generation

Bridgeport Industrial DRI Gross Trip Generation							
Land Use (Intensity)	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
General Heavy Industrial* (8,500,000 square feet)	120	6,375	6,375	1,071	459	574	574
Warehousing** (1,612,000 square feet)	150	1,728	1,728	270	59	81	242
Total Gross Trips		8,103	8,103	1,341	518	655	816

* Peak hour trip generation for the General Heavy Industrial land use is based on comparison data from the existing similar industrial KIA manufacturing facility.

** *Trip Generation Manual*, 7th Edition, 2003, used for 55% reduction per GRTA accepted methodology.

Two-Way Data for K and D Calculation
KIA Boulevard EB + WB

* Wednesday, November 02, 2011 - Total=3813, 15 minute drops																									
Time	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
Total	94	66	65	47	72	522	905	676	272	192	209	227	257	498	582	453	324	489	390	207	182	417	502	272	89
00:00 - 00:15	26	25	15	11	5	39	296	261	66	53	48	51	58	76	165	195	73	127	122	49	56	50	183	173	32
00:15 - 00:30	22	13	11	7	11	78	211	131	87	36	58	47	59	94	112	82	75	130	89	59	42	70	84	36	16
00:30 - 00:45	19	15	23	12	21	157	133	138	70	45	47	63	64	117	78	92	89	130	105	48	46	118	30	35	25
00:45 - 00:00	27	13	16	17	35	248	265	146	49	58	56	66	76	211	227	84	87	102	74	51	38	179	205	28	16
Peak Hr Calc		93	56	61	41	106	779	870	481	259	187	212	234	275	587	612	331	378	484	317	214	176	550	492	131
		84	54	57	45	173	912	790	437	208	209	201	246	310	605	582	324	433	443	287	197	204	564	444	111
		80	62	46	54	309	888	795	369	183	211	217	247	363	566	596	321	474	418	230	195	276	476	449	101
(5:30 - 6:30)	94	66	65	47	72	522	905	676	272	192	209	227	257	498	582	453	324	489	390	207	182	417	502	272	89
912																									
* Thursday, November 03, 2011 - Total=3821, 15 minute drops																									
Time	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
Total	89	55	72	42	88	525	875	677	263	201	245	173	229	502	614	459	338	509	385	189	167	388	506	268	78
00:00 - 00:15	32	16	15	9	13	40	262	247	79	53	66	37	52	59	179	205	87	129	117	46	39	46	172	173	29
00:15 - 00:30	16	14	21	10	12	67	227	150	65	47	44	43	52	115	113	87	88	106	99	48	43	52	73	41	17
00:30 - 00:45	25	9	20	14	27	166	117	127	53	48	67	45	51	120	75	88	83	140	101	43	33	114	48	25	12
00:45 - 00:00	16	16	16	9	36	252	269	153	66	53	68	48	74	208	247	79	80	134	68	52	52	176	213	29	20
Peak Hr Calc		73	54	66	46	115	747	860	509	237	214	216	188	236	622	640	341	380	497	314	182	174	514	507	124
		71	61	55	48	170	907	783	424	219	211	215	197	299	620	614	342	398	490	263	177	183	535	475	100
		55	72	49	61	309	858	793	350	214	230	193	203	368	575	627	337	455	451	205	167	264	469	452	87
(5:30 - 6:30)	89	55	72	42	88	525	875	677	263	201	245	173	229	502	614	459	338	509	385	189	167	388	506	268	78
907																									
* Friday, November 04, 2011 - Total=3802, 15 minute drops																									
Time	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
Total	78	62	55	55	79	477	937	615	257	175	217	244	231	438	605	482	335	486	419	206	156	407	531	291	104
00:00 - 00:15	29	19	11	13	16	42	320	223	77	45	40	44	55	53	174	204	83	108	120	56	33	66	179	185	23
00:15 - 00:30	17	14	11	13	13	77	217	140	63	54	47	60	61	72	120	98	63	115	110	43	37	67	88	43	26
00:30 - 00:45	12	12	20	13	17	120	122	119	64	35	74	79	62	145	69	115	85	122	104	62	37	108	43	35	33
00:45 - 00:00	20	17	13	16	33	238	278	133	53	41	56	61	53	168	242	65	104	141	85	45	49	166	221	28	22
Peak Hr Calc		68	54	57	58	105	755	840	469	225	170	221	255	229	559	635	361	360	498	355	183	189	520	537	129
		65	51	59	58	169	895	763	392	216	163	234	256	240	607	613	326	412	493	288	177	219	541	492	112
		65	59	52	62	272	897	760	337	187	202	239	239	323	531	659	296	449	475	246	152	290	476	484	110
(6:00 - 7:00)	78	62	55	55	79	477	937	615	257	175	217	244	231	438	605	482	335	486	419	206	156	407	531	291	104
937																									
* Monday, November 07, 2011 - Total=2677, 15 minute drops																									
Time	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
Total	19	11	6	11	16	107	547	498	415	179	170	173	181	228	483	648	415	268	468	403	198	155	368	518	253
00:00 - 00:15	4	4	0	2	1	7	82	181	65	59	48	40	48	51	77	175	165	55	100	143	49	39	39	185	175
00:15 - 00:30	4	1	3	3	6	6	91	165	122	39	40	31	49	43	80	114	88	71	114	111	53	29	65	85	32
00:30 - 00:45	6	2	1	2	4	39	149	79	127	50	32	51	47	76	144	79	82	65	134	92	48	46	104	43	28
00:45 - 00:00	5	4	2	4	5	55	225	73	101	31	50	51	37	58	182	280	80	77	120	57	48	41	160	205	18
Peak Hr Calc		19	7	8	10	22	182	646	382	409	168	162	181	184	254	581	638	305	313	511	309	188	155	514	508
		16	9	8	13	22	267	720	339	326	169	153	199	178	291	615	612	288	356	508	251	164	191	534	455
		12	8	9	15	57	377	650	387	249	151	172	195	207	359	550	615	271	425	466	207	162	249	473	440
(6:30 - 7:30)	19	11	6	11	16	107	547	498	415	179	170	173	181	228	483	648	415	268	468	403	198	155	368	518	253
720																									
* Tuesday, November 08, 2011 - Total=3791, 15 minute drops																									
Time	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
Total	253	92	56	84	44	88	531	941	642	306	208	219	205	251	482	605	425	347	471	433	202	162	383	535	253
00:00 - 00:15	175	23	14	12	7	8	39	317	235	84	56	61	45	66	71	179	182	86	101	147	40	41	36	173	157
00:15 - 00:30	32	15	17	22	12	11	78	215	142	64	50	46	59	50	77	102	82	90	117	110	62	36	70	85	44
00:30 - 00:45	28	28	9	25	10	30	170	115	140	67	42	56	66	64	145	70	89	76	131	109	55	46	94	56	30

00:45 - 00:00	18	26	16	25	15	39	244	294	125	91	60	56	35	71	189	254	72	95	122	67	45	39	183	221	22
Peak Hr Calc		101	83	54	79	45	119	809	859	491	278	213	203	226	256	590	608	329	362	517	326	203	157	520	519
		84	85	59	69	44	186	946	786	413	264	209	216	217	283	615	588	337	389	510	278	177	191	535	478
		84	66	75	54	64	326	891	811	340	239	223	226	215	364	540	607	324	444	488	224	168	239	497	452
(6:30 - 7:30)	253	92	56	84	44	88	531	941	642	306	208	219	205	251	482	605	425	347	471	433	202	162	383	535	253
946																									
* Wednesday, November 09, 2011 - Total=3816, 15 minute drops																									
Time	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
Total	253	96	61	57	55	78	507	941	682	238	196	231	214	229	524	657	479	302	415	447	189	191	377	520	301
00:00 - 00:15	157	29	21	8	13	6	36	312	224	67	47	52	51	67	81	173	192	62	89	154	64	51	55	186	189
00:15 - 00:30	44	20	20	15	16	12	77	225	138	51	32	39	47	50	88	120	96	67	126	112	51	47	60	98	48
00:30 - 00:45	30	31	10	21	12	22	151	119	165	60	51	76	63	50	156	74	104	86	99	104	36	49	100	47	28
00:45 - 00:00	22	16	10	13	14	38	243	285	155	60	66	64	53	62	199	290	87	87	101	77	38	44	162	189	36
Peak Hr Calc		125	88	48	62	48	108	783	853	525	218	201	230	230	243	616	676	349	329	480	357	176	195	508	523
		101	88	43	63	44	173	931	766	438	199	208	238	233	281	648	652	320	388	466	296	172	208	546	473
		102	67	54	54	54	302	899	812	333	190	233	225	220	387	566	682	302	401	471	228	185	259	493	454
(7:00 - 8:00)	253	96	61	57	55	78	507	941	682	238	196	231	214	229	524	657	479	302	415	447	189	191	377	520	301
941																									
* Thursday, November 10, 2011 - Total=3737, 15 minute drops																									
Time	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
Total	301	96	68	65	43	77	574	887	651	253	195	183	195	213	505	604	457	306	425	452	206	176	403	535	290
00:00 - 00:15	189	28	25	7	8	15	45	281	217	74	65	53	53	47	74	168	185	88	115	153	51	37	54	180	174
00:15 - 00:30	48	20	8	16	8	9	74	221	144	57	41	37	50	54	99	119	98	59	90	87	60	46	67	101	42
00:30 - 00:45	28	23	18	24	13	23	193	106	135	70	48	53	42	59	133	67	90	74	105	122	54	47	114	56	38
00:45 - 00:00	36	25	17	18	14	30	262	279	155	52	41	40	50	53	199	250	84	85	115	90	41	46	168	198	36
Peak Hr Calc		140	93	50	66	50	107	810	823	508	244	183	183	189	240	599	621	360	333	463	350	192	193	529	529
		112	81	58	58	51	172	957	746	421	228	179	196	193	285	619	600	321	364	460	323	178	214	563	470
		107	76	64	47	61	342	870	775	356	206	184	185	210	359	553	623	305	395	477	255	171	281	505	452
(6:30 - 7:30)	301	96	68	65	43	77	574	887	651	253	195	183	195	213	505	604	457	306	425	452	206	176	403	535	290
957																									
* Friday, November 11, 2011 - Total=3792, 15 minute drops																									
Time	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
Total	290	94	69	60	54	90	517	832	679	268	165	263	235	198	462	631	465	336	414	421	229	176	375	505	275
00:00 - 00:15	174	30	34	8	9	14	39	289	278	92	42	73	65	46	69	185	179	95	89	136	56	40	48	163	144
00:15 - 00:30	42	22	10	19	16	25	81	213	132	50	46	41	55	38	94	113	96	78	98	96	47	47	61	91	53
00:30 - 00:45	38	21	14	19	11	19	145	104	121	69	46	77	65	57	126	84	98	78	109	114	69	41	99	42	40
00:45 - 00:00	36	21	11	14	18	32	252	226	148	57	31	72	50	57	173	249	92	85	118	75	57	48	167	209	38
Peak Hr Calc		146	98	43	61	59	115	767	821	493	218	196	255	216	221	578	625	381	330	461	341	213	184	490	486
		126	86	52	58	68	171	899	740	411	214	191	269	199	277	597	608	363	350	459	292	213	198	520	448
		109	79	57	50	76	297	858	757	359	191	222	257	191	346	555	622	343	381	464	247	185	256	463	446
(6:30 - 7:30)	290	94	69	60	54	90	517	832	679	268	165	263	235	198	462	631	465	336	414	421	229	176	375	505	275
899																									
* Monday, November 14, 2011 - Total=2717, 15 minute drops																									
Time	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
Total	29	7	9	17	13	59	509	536	449	222	192	187	195	210	492	627	420	282	482	384	157	142	361	500	278
00:00 - 00:15	12	0	6	4	4	2	41	213	73	72	50	41	37	51	69	158	157	72	104	120	46	30	47	178	166
00:15 - 00:30	10	0	1	6	6	5	97	174	127	53	42	43	39	53	94	120	84	71	160	94	47	39	60	92	47
00:30 - 00:45	4	1	1	3	2	20	159	80	112	48	52	53	62	58	129	71	93	56	109	99	33	40	95	40	32
00:45 - 00:00	3	6	1	4	1	32	212	69	137	49	48	50	57	48	200	278	86	83	109	71	31	33	159	190	33
Peak Hr Calc		17	13	7	17	11	98	681	396	448	200	183	183	209	228	581	626	335	314	498	310	141	159	492	488
		7	14	12	17	10	190	758	349	374	189	184	179	223	269	607	590	322	403	432	263	133	180	524	443
		4	14	14	16	28	329	679	381	310	193	185	188	219	340	549	612	285	456	422	197	140	235	469	435
(6:30 - 7:30)	29	7	9	17	13	59	509	536	449																

00:15 - 00:30	47	12	11	17	11	16	98	196	146	60	70	61	55	51	102	110	82	71	151	105	46	40	67	90	46
00:30 - 00:45	32	18	18	21	12	16	173	120	127	68	47	58	50	74	130	55	101	80	135	96	39	34	94	38	27
00:45 - 00:00	33	25	15	20	9	41	228	255	139	58	52	55	52	63	171	248	77	77	111	90	55	39	163	190	35
Peak Hr Calc		134	73	59	66	47	116	784	799	508	235	225	232	221	250	587	591	346	348	511	350	181	158	510	483
		99	72	65	60	52	198	882	749	422	245	216	226	217	301	595	563	335	428	465	291	175	185	533	439
		85	72	68	51	56	355	829	756	363	224	227	218	241	357	520	609	314	483	426	234	170	245	477	428
(6:30 - 7:30)	278	77	62	73	40	88	542	856	640	282	218	230	215	252	465	597	438	314	517	405	199	154	369	504	273
882																									
Average over weekdays counted																									
Time	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
Total	168	66	52	51	50	212	644	746	495	232	202	213	216	302	522	578	409	365	438	356	188	236	418	445	219
00:00 - 00:15	96	20	16	9	8	19	120	261	154	70	51	51	52	58	102	183	148	91	108	112	49	44	86	178	125
00:15 - 00:30	28	13	11	13	11	31	125	183	117	51	47	45	53	62	98	107	85	86	115	87	49	47	70	76	37
00:30 - 00:45	22	16	13	15	13	61	151	111	111	56	51	61	57	82	119	80	91	91	113	89	45	64	82	42	29
00:45 - 00:00	22	17	12	14	18	101	248	191	113	55	53	56	54	100	203	208	85	97	102	68	45	81	180	149	28
Peak Hr Calc		92	62	45	50	61	313	785	639	411	213	202	214	222	346	603	543	352	382	442	293	183	278	510	392
		77	60	47	48	81	407	843	573	345	209	200	222	231	382	612	521	353	411	414	255	181	301	516	353
		71	57	49	46	129	497	803	573	290	204	210	218	256	419	573	532	353	433	390	211	200	319	476	340
(6:30 - 7:30)	168	66	52	51	50	212	644	746	495	232	202	213	216	302	522	578	409	365	438	356	188	236	418	445	219
843																									

AM	K	0.111		0.12	K
843	D	0.712	WB	0.7	D
PM	K (PM)	0.080526		0.09	K
612	D	0.622549	WB	0.6	D

Estimated PM (without background)					
512	K (PM)	0.067368			
	D	0.548828 (assumes all background traffic is headed in westbound direction)			

Two-Way AADT

KIA Boulevard

Eastbound KIA Boulevard

	3813	Wednesday	11/2/2011
	3821	Thursday	11/3/2011
	3802	Friday	11/4/2011
	2677	Monday	11/7/2011
	3791	Tuesday	11/8/2011
	3816	Wednesday	11/9/2011
	3737	Thursday	11/10/2011
	3792	Friday	11/11/2011
	2717	Monday	11/14/2011
	3758	Tuesday	11/15/2011
AADT	3572.4		
	3217	Saturday	11/5/2011
	1021	Sunday	11/6/2011
	3093	Saturday	11/12/2011
	1765	Sunday	11/13/2011
AAWET	2274		

Westbound KIA Boulevard

	4107	Wednesday	11/2/2011
	4038	Thursday	11/3/2011
	4036	Friday	11/4/2011
	3808	Monday	11/7/2011
	4174	Tuesday	11/8/2011
	4123	Wednesday	11/9/2011
	4133	Thursday	11/10/2011
	4036	Friday	11/11/2011
	3764	Monday	11/14/2011
	4057	Tuesday	11/15/2011
AADT	4027.6		
	2758	Saturday	11/5/2011
	1011	Sunday	11/6/2011
	3349	Saturday	11/12/2011
	1109	Sunday	11/13/2011
AAWET	2056.75		

Combined (Two-Way) Eastbound/Westbound AADT

	7920	Wednesday	11/2/2011
	7859	Thursday	11/3/2011
	7838	Friday	11/4/2011
	6485	Monday	11/7/2011
	7965	Tuesday	11/8/2011
	7939	Wednesday	11/9/2011
	7870	Thursday	11/10/2011
	7828	Friday	11/11/2011
	6481	Monday	11/14/2011
	7815	Tuesday	11/15/2011
AADT	7600		
	5975	Saturday	11/5/2011
	2032	Sunday	11/6/2011
	6442	Saturday	11/12/2011
	2874	Sunday	11/13/2011
AAWET	4330.8		

Gabbettville Road AADT

	2686	Thursday	
	2742	Friday	
	1823	Saturday	
	1362	Sunday	
	2418	Monday	
	2687	Tuesday	
	2846	Wednesday	
	2660	Thursday	
	2920	Friday	
	1807	Saturday	
	1366	Sunday	
	2584	Monday	
	2759	Tuesday	
AADT	2700.222		

Appendix D
Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

US 27/29 at Pine Road AM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Pine Road Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	142	623	0	0	369	16	7	0	259	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	0%	2%	2%	2%	0%	4%	0%	0%	0%
Peak Hour Factor		0.80			0.84			0.84			0.92	
Existing 2014 Volumes	142	623	0	0	369	16	7	0	259	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	173	759	0	0	450	20	9	0	316	0	0	0
New Road Adjustment	-142					-16	-7		-259			
2024 Background Traffic Improved	0	759	0	0	450	0	0	0	0	0	0	0
2024 Peak Hour Factor		0.88			0.89			0.89			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN												
Trip Distribution OUT												
General Heavy Industrial Trips	0	0	0	0	0	0	0	0	0	0	0	0
Warehousing												
Trip Distribution IN												
Trip Distribution OUT												
Warehousing Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Build Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
2024 Buildout Total	0	759	0	0	450	0	0	0	0	0	0	0

PM PEAK HOUR

PM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Pine Road Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	254	463	0	0	636	23	6	0	209	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	4%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.95			0.86			0.72			0.00	
Existing 2014 Volumes	254	463	0	0	636	23	6	0	209	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	310	564	0	0	775	28	7	0	255	0	0	0
New Road Adjustment	-254					-23	-6		-209			
2024 Background Traffic Improved	0	564	0	0	775	0	0	0	0	0	0	0
2024 Peak Hour Factor		0.93			0.90			0.85			0.61	
Project Trips												
General Heavy Industrial												
Trip Distribution IN												
Trip Distribution OUT												
General Heavy Industrial Trips	0	0	0	0	0	0	0	0	0	0	0	0
Warehousing												
Trip Distribution IN												
Trip Distribution OUT												
Warehousing Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Build Heavy Vehicle %	0%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
2024 Buildout Total	0	564	0	0	775	0	0	0	0	0	0	0

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INTERSECTION VOLUME DEVELOPMENT

US 27/29 at State Route 16 AM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Eastbound			State Route 16 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	558	165	186	433	0	0		0	170	0	205
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	2%	5%	3%	3%	0%	0%	0%	0%	3%	0%	2%
Peak Hour Factor		0.79			0.84			0.00			0.88	
Existing 2014 Volumes	0	558	165	186	433	0	0	0	0	170	0	205
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	680	201	227	528	0	0	0	0	207	0	250
New Road Adjustment												
2024 Background Traffic Improved	135	812	405	108	470	54	66	80	342	310	40	278
2024 Peak Hour Factor		0.92			0.92			0.92			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN					5%				2%	13%		
Trip Distribution OUT	2%	5%	13%									
General Heavy Industrial Trips	9	23	60	0	54	0	0	0	21	139	0	0
Warehousing												
Trip Distribution IN					5%				2%	13%		
Trip Distribution OUT	2%	5%	13%									
Warehousing Trips	1	3	8	0	14	0	0	0	5	35	0	0
Total Project Trips	10	26	68	0	68	0	0	0	26	174	0	0
Build Heavy Vehicle %	2%	3%	8%	3%	6%	0%	0%	0%	2%	11%	0%	2%
2024 Buildout Total	145	838	473	108	538	54	66	80	368	484	40	278

PM PEAK HOUR

PM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Eastbound			State Route 16 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	507	270	227	618	0	0	0	0	211	0	149
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	3%	5%	2%	2%	0%	0%	0%	0%	4%	0%	3%
Peak Hour Factor		0.94			0.92			0.00			0.87	
Existing 2014 Volumes	0	507	270	227	618	0	0	0	0	211	0	149
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	618	329	277	753	0	0	0	0	257	0	182
New Road Adjustment												
2024 Background Traffic Improved	220	483	299	132	845	45	41	58	213	412	127	335
2024 Peak Hour Factor		0.92			0.92			0.92			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN					5%				2%	13%		
Trip Distribution OUT	2%	5%	13%									
General Heavy Industrial Trips	11	29	75	0	29	0	0	0	11	75	0	0
Warehousing												
Trip Distribution IN					5%				2%	13%		
Trip Distribution OUT	2%	5%	13%									
Warehousing Trips	5	12	31	0	4	0	0	0	2	11	0	0
Total Project Trips	16	41	106	0	33	0	0	0	13	86	0	0
Build Heavy Vehicle %	2%	5%	10%	2%	3%	0%	0%	0%	1%	8%	0%	3%
2024 Buildout Total	236	524	405	132	878	45	41	58	226	498	127	335

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INTERSECTION VOLUME DEVELOPMENT

US 27/29 at I-85 Southbound On-Ramp AM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Eastbound			I-85 Southbound Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	11	619	0	0	416	216	0	0	0	123	0	103
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	100%	5%	0%	0%	7%	7%	0%	0%	0%	22%	0%	14%
Peak Hour Factor		0.78			0.82			0.00			0.93	
Existing 2014 Volumes	11	619	0	0	416	216	0	0	0	123	0	103
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	13	755	0	0	507	263	0	0	0	150	0	126
New Road Adjustment		471			352							
2024 Background Traffic Improved	13	1,226	0	0	507	615	0	0	0	150	0	126
2024 Peak Hour Factor		0.87			0.89			0.61			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN					20%					45%		
Trip Distribution OUT	20%	20%										
General Heavy Industrial Trips	92	92	0	0	214	0	0	0	0	482	0	0
Warehousing												
Trip Distribution IN					20%					45%		
Trip Distribution OUT	20%	20%										
Warehousing Trips	12	12	0	0	54	0	0	0	0	122	0	0
Total Project Trips	104	104	0	0	268	0	0	0	0	604	0	0
Build Heavy Vehicle %	33%	7%	0%	0%	13%	7%	0%	0%	0%	24%	0%	14%
2024 Buildout Total	117	1,330	0	0	775	615	0	0	0	754	0	126

PM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Eastbound			I-85 Southbound Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	37	509	0	0	549	247	0	0	0	297	0	305
Pedestrians		0			0			4			0	
Conflicting Pedestrians	4		0	0		4	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	62%	4%	0%	0%	3%	4%	0%	0%	0%	12%	0%	6%
Peak Hour Factor		0.94			0.92			0.00			0.87	
Existing 2014 Volumes	37	509	0	0	549	247	0	0	0	297	0	305
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	45	620	0	0	669	301	0	0	0	362	0	372
New Road Adjustment		10			500							
2024 Background Traffic Improved	45	630	0	0	669	801	0	0	0	362	0	372
2024 Peak Hour Factor		0.93			0.92			0.61			0.90	
Project Trips												
General Heavy Industrial												
Trip Distribution IN					20%					45%		
Trip Distribution OUT	20%	20%										
General Heavy Industrial Trips	115	115	0	0	115	0	0	0	0	258	0	0
Warehousing												
Trip Distribution IN					20%					45%		
Trip Distribution OUT	20%	20%										
Warehousing Trips	48	48	0	0	16	0	0	0	0	36	0	0
Total Project Trips	163	163	0	0	131	0	0	0	0	294	0	0
Build Heavy Vehicle %	33%	8%	0%	0%	7%	4%	0%	0%	0%	18%	0%	6%
2024 Buildout Total	208	793	0	0	800	801	0	0	0	656	0	372

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INTERSECTION VOLUME DEVELOPMENT

US 27/29 at I-85 Northbound On-Ramp AM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			I-85 Northbound Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	400	339	281	257	0	240	0	30	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	9%	9%	10%	9%	0%	4%	100%	27%	0%	0%	0%
Peak Hour Factor		0.86			0.89			0.81			0.92	
Existing 2014 Volumes	0	400	339	281	257	0	240	0	30	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	488	413	343	313	0	293	0	37	0	0	0
New Road Adjustment							471					
2024 Background Traffic Improved	0	488	413	343	313	0	764	0	37	0	0	0
2024 Peak Hour Factor		0.90			0.91			0.88			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN					65%				20%			
Trip Distribution OUT		40%	45%									
General Heavy Industrial Trips	0	184	207	0	696	0	0	0	214	0	0	0
Warehousing												
Trip Distribution IN					65%				20%			
Trip Distribution OUT		40%	45%									
Warehousing Trips	0	24	27	0	176	0	0	0	54	0	0	0
Total Project Trips	0	208	234	0	872	0	0	0	268	0	0	0
Build Heavy Vehicle %	0%	14%	15%	10%	21%	0%	4%	0%	25%	0%	0%	0%
2024 Buildout Total	0	696	647	343	1,185	0	764	0	305	0	0	0

PM PEAK HOUR

PM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			I-85 Northbound Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	301	196	165	670	0	254	0	71	0	0	0
Pedestrians		0			0			1			0	
Conflicting Pedestrians	1		0	0		1	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	0%	11%	11%	5%	6%	0%	5%	17%	39%	0%	0%	0%
Peak Hour Factor		0.86			0.92			0.93			0.00	
Existing 2014 Volumes	0	301	196	165	670	0	254	0	71	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	367	239	201	817	0	310	0	87	0	0	0
New Road Adjustment							10					
2024 Background Traffic Improved	0	367	239	201	817	0	320	0	87	0	0	0
2024 Peak Hour Factor		0.90			0.92			0.92			0.61	
Project Trips												
General Heavy Industrial												
Trip Distribution IN					65%				20%			
Trip Distribution OUT		40%	45%									
General Heavy Industrial Trips	0	230	258	0	373	0	0	0	115	0	0	0
Warehousing												
Trip Distribution IN					65%				20%			
Trip Distribution OUT		40%	45%									
Warehousing Trips	0	97	109	0	53	0	0	0	16	0	0	0
Total Project Trips	0	327	367	0	426	0	0	0	131	0	0	0
Build Heavy Vehicle %	0%	18%	19%	5%	13%	0%	5%	0%	31%	0%	0%	0%
2024 Buildout Total	0	694	606	201	1,243	0	320	0	218	0	0	0

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INTERSECTION VOLUME DEVELOPMENT

US 27/29 at April Court AM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			April Court Eastbound			April Court Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	42	604	2	21	175	5	127	1	19	1	2	3
Pedestrians		1			2			0			0	
Conflicting Pedestrians	0		0	0		0	2		1	1		2
Heavy Vehicles												
Heavy Vehicle %	5%	2%	2%	2%	4%	20%	43%	2%	2%	2%	2%	2%
Peak Hour Factor		0.84			0.87			0.77			0.50	
Existing 2014 Volumes	42	604	2	21	175	5	127	1	19	1	2	3
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	51	736	2	26	213	6	155	1	23	1	2	4
New Road Adjustment												
2024 Background Traffic Improved	51	736	2	26	213	6	155	1	23	1	2	4
2024 Peak Hour Factor		0.89			0.90			0.87			0.78	
Project Trips												
General Heavy Industrial												
Trip Distribution IN					85%							
Trip Distribution OUT		85%										
General Heavy Industrial Trips	0	390	0	0	910	0	0	0	0	0	0	0
Warehousing												
Trip Distribution IN					85%							
Trip Distribution OUT		85%										
Warehousing Trips	0	50	0	0	230	0	0	0	0	0	0	0
Total Project Trips	0	440	0	0	1,140	0	0	0	0	0	0	0
Build Heavy Vehicle %	5%	11%	2%	2%	22%	20%	43%	2%	2%	2%	2%	2%
2024 Buildout Total	51	1,176	2	26	1,353	6	155	1	23	1	2	4

PM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			April Court Eastbound			April Court Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	25	340	2	14	522	36	137	2	58	2	1	14
Pedestrians		0			0			0			1	
Conflicting Pedestrians	0		1	1		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	8%	3%	0%	2%	2%	42%	31%	2%	5%	2%	2%	2%
Peak Hour Factor		0.87			0.97			0.81			0.43	
Existing 2014 Volumes	25	340	2	14	522	36	137	2	58	2	1	14
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	30	414	2	17	636	44	167	2	71	2	1	17
New Road Adjustment												
2024 Background Traffic Improved	30	414	2	17	636	44	167	2	71	2	1	17
2024 Peak Hour Factor		0.90			0.94			0.88			0.76	
Project Trips												
General Heavy Industrial												
Trip Distribution IN					85%							
Trip Distribution OUT		85%										
General Heavy Industrial Trips	0	488	0	0	488	0	0	0	0	0	0	0
Warehousing												
Trip Distribution IN					85%							
Trip Distribution OUT		85%										
Warehousing Trips	0	206	0	0	69	0	0	0	0	0	0	0
Total Project Trips	0	694	0	0	557	0	0	0	0	0	0	0
Build Heavy Vehicle %	8%	17%	0%	2%	13%	42%	31%	2%	5%	2%	2%	2%
2024 Buildout Total	30	1,108	2	17	1,193	44	167	2	71	2	1	17

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INTERSECTION VOLUME DEVELOPMENT

US 27/29 at Driveway #1 AM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Driveway #1 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	653	0	0	195	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.84			0.87			0.92			0.92	
Existing 2014 Volumes	0	653	0	0	195	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	796	0	0	238	0	0	0	0	0	0	0
New Road Adjustment												
2024 Background Traffic Improved	0	796	0	0	238	0	0	0	0	0	0	0
2024 Peak Hour Factor		0.89			0.90			0.92			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN					82%	3%						
Trip Distribution OUT		85%							1%			
General Heavy Industrial Trips	0	390	0	0	878	32	0	0	5	0	0	0
Warehousing												
Trip Distribution IN					85%							
Trip Distribution OUT		85%										
Warehousing Trips	0	50	0	0	230	0	0	0	0	0	0	0
Total Project Trips	0	440	0	0	1,108	32	0	0	5	0	0	0
Build Heavy Vehicle %	0%	10%	0%	0%	21%	25%	0%	0%	25%	0%	0%	0%
2024 Buildout Total	0	1,236	0	0	1,346	32	0	0	5	0	0	0

PM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Driveway #1 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	380	0	0	585	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.87			0.97			0.92			0.92	
Existing 2014 Volumes	0	380	0	0	585	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	463	0	0	713	0	0	0	0	0	0	0
New Road Adjustment												
2024 Background Traffic Improved	0	463	0	0	713	0	0	0	0	0	0	0
2024 Peak Hour Factor		0.90			0.94			0.92			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN					82%	3%						
Trip Distribution OUT		85%							1%			
General Heavy Industrial Trips	0	488	0	0	470	17	0	0	6	0	0	0
Warehousing												
Trip Distribution IN					85%							
Trip Distribution OUT		85%										
Warehousing Trips	0	206	0	0	69	0	0	0	0	0	0	0
Total Project Trips	0	694	0	0	539	17	0	0	6	0	0	0
Build Heavy Vehicle %	0%	16%	0%	0%	12%	25%	0%	0%	25%	0%	0%	0%
2024 Buildout Total	0	1,157	0	0	1,252	17	0	0	6	0	0	0

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INTERSECTION VOLUME DEVELOPMENT

US 27/29 at Driveway #2 AM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Driveway #2 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.84			0.87			0.92			0.92		
Existing 2014 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
New Road Adjustment					195							
2024 Background Traffic Improved	0	0	0	0	238	0	0	0	0	0	0	0
2024 Peak Hour Factor	0.89			0.90			0.92			0.92		
Project Trips												
General Heavy Industrial												
Trip Distribution IN	2%				5%	1%			1%			
Trip Distribution OUT					1%				2%			
General Heavy Industrial Trips	21	0	0	0	59	11	0	0	20	0	0	0
Warehousing												
Trip Distribution IN					85%							
Trip Distribution OUT												
Warehousing Trips	0	0	0	0	230	0	0	0	0	0	0	0
Total Project Trips	21	0	0	0	289	11	0	0	20	0	0	0
Build Heavy Vehicle %	25%	0%	0%	0%	15%	25%	0%	0%	25%	0%	0%	0%
2024 Buildout Total	21	0	0	0	527	11	0	0	20	0	0	0

PM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Driveway #2 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.87			0.97			0.92			0.92		
Existing 2014 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
New Road Adjustment					582							
2024 Background Traffic Improved	0	0	0	0	709	0	0	0	0	0	0	0
2024 Peak Hour Factor	0.90			0.94			0.92			0.92		
Project Trips												
General Heavy Industrial												
Trip Distribution IN	2%				5%	1%			1%			
Trip Distribution OUT					1%				2%			
General Heavy Industrial Trips	11	0	0	0	35	6	0	0	17	0	0	0
Warehousing												
Trip Distribution IN					85%							
Trip Distribution OUT												
Warehousing Trips	0	0	0	0	69	0	0	0	0	0	0	0
Total Project Trips	11	0	0	0	104	6	0	0	17	0	0	0
Build Heavy Vehicle %	25%	0%	0%	0%	5%	25%	0%	0%	25%	0%	0%	0%
2024 Buildout Total	11	0	0	0	813	6	0	0	17	0	0	0

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INTERSECTION VOLUME DEVELOPMENT

US 27/29 at Driveway #4 AM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Driveway #4 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	653	0	0	195	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.84			0.87			0.92			0.92	
Existing 2014 Volumes	0	653	0	0	195	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	796	0	0	238	0	0	0	0	0	0	0
New Road Adjustment					-195							
2024 Background Traffic Improved	0	796	0	0	0	0	0	0	0	0	0	0
2024 Peak Hour Factor		0.89			0.90			0.92			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN	1%							1%			1%	
Trip Distribution OUT		5%					2%					
General Heavy Industrial Trips	11	23	0	0	0	0	9	11	0	0	11	0
Warehousing												
Trip Distribution IN			1%					5%				
Trip Distribution OUT		80%								1%		5%
Warehousing Trips	0	47	3	0	0	0	0	14	0	1	0	3
Total Project Trips	11	70	3	0	0	0	9	25	0	1	11	3
Build Heavy Vehicle %	25%	4%	25%	0%	0%	0%	25%	25%	0%	25%	25%	25%
2024 Buildout Total	11	866	3	0	0	0	9	25	0	1	11	3

PM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Driveway #4 Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	380	0	0	582	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.87			0.97			0.92			0.92	
Existing 2014 Volumes	0	380	0	0	582	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	463	0	0	709	0	0	0	0	0	0	0
New Road Adjustment					-582							
2024 Background Traffic Improved	0	463	0	0	0	0	0	0	0	0	0	0
2024 Peak Hour Factor		0.90			0.94			0.92			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN	1%							1%			1%	
Trip Distribution OUT		5%					2%					
General Heavy Industrial Trips	6	29	0	0	0	0	11	6	0	0	6	0
Warehousing												
Trip Distribution IN			1%					5%				
Trip Distribution OUT		80%								1%		5%
Warehousing Trips	0	194	1	0	0	0	0	4	0	2	0	12
Total Project Trips	6	223	1	0	0	0	11	10	0	2	6	12
Build Heavy Vehicle %	25%	9%	25%	0%	0%	0%	25%	25%	0%	25%	25%	25%
2024 Buildout Total	6	686	1	0	0	0	11	10	0	2	6	12

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INTERSECTION VOLUME DEVELOPMENT

US 27/29 at Airport Road AM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Eastbound			Airport Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	648	10	15	180	0	0	0	0	5	0	5
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.84			0.87			0.92			0.92	
Existing 2014 Volumes	0	648	10	15	180	0	0	0	0	5	0	5
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	790	12	18	219	0	0	0	0	6	0	6
New Road Adjustment												
2024 Background Traffic Improved	0	790	12	18	219	0	0	0	0	6	0	6
2024 Peak Hour Factor		0.89			0.90			0.92			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN		1%			5%							
Trip Distribution OUT		5%			1%							
General Heavy Industrial Trips	0	34	0	0	59	0	0	0	0	0	0	0
Warehousing												
Trip Distribution IN		1%	1%	3%	77%							
Trip Distribution OUT		77%			1%					1%		3%
Warehousing Trips	0	48	3	8	209	0	0	0	0	1	0	2
Total Project Trips	0	82	3	8	268	0	0	0	0	1	0	2
Build Heavy Vehicle %	0%	4%	7%	9%	15%	0%	0%	0%	0%	5%	0%	8%
2024 Buildout Total	0	872	15	26	487	0	0	0	0	7	0	8

PM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Eastbound			Airport Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	365	5	5	577	0	0	0	0	10	0	15
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.87			0.97			0.92			0.92	
Existing 2014 Volumes	0	365	5	5	577	0	0	0	0	10	0	15
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	445	6	6	703	0	0	0	0	12	0	18
New Road Adjustment												
2024 Background Traffic Improved	0	445	6	6	703	0	0	0	0	12	0	18
2024 Peak Hour Factor		0.90			0.94			0.92			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN		1%			5%							
Trip Distribution OUT		5%			1%							
General Heavy Industrial Trips	0	35	0	0	35	0	0	0	0	0	0	0
Warehousing												
Trip Distribution IN			1%	3%	77%							
Trip Distribution OUT		77%			1%					1%		3%
Warehousing Trips	0	186	1	2	64	0	0	0	0	2	0	7
Total Project Trips	0	221	1	2	99	0	0	0	0	2	0	7
Build Heavy Vehicle %	0%	10%	5%	8%	5%	0%	0%	0%	0%	5%	0%	8%
2024 Buildout Total	0	666	7	8	802	0	0	0	0	14	0	25

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INTERSECTION VOLUME DEVELOPMENT

US 27/29 at Driveway #5 AM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Eastbound			Driveway #5 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	658	0	0	185	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.84			0.87			0.92			0.92	
Existing 2014 Volumes	0	658	0	0	185	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	802	0	0	226	0	0	0	0	0	0	0
New Road Adjustment												
2024 Background Traffic Improved	0	802	0	0	226	0	0	0	0	0	0	0
2024 Peak Hour Factor		0.89			0.90			0.92			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN		1%			5%							
Trip Distribution OUT		5%			1%							
General Heavy Industrial Trips	0	34	0	0	59	0	0	0	0	0	0	0
Warehousing												
Trip Distribution IN		2%	3%	17%	60%							
Trip Distribution OUT		60%			2%					3%		17%
Warehousing Trips	0	40	8	46	163	0	0	0	0	2	0	10
Total Project Trips	0	74	8	46	222	0	0	0	0	2	0	10
Build Heavy Vehicle %	0%	4%	25%	25%	13%	0%	0%	0%	0%	25%	0%	25%
2024 Buildout Total	0	876	8	46	448	0	0	0	0	2	0	10

PM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Eastbound			Driveway #5 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	370	0	0	587	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.87			0.97			0.92			0.92	
Existing 2014 Volumes	0	370	0	0	587	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	451	0	0	716	0	0	0	0	0	0	0
New Road Adjustment												
2024 Background Traffic Improved	0	451	0	0	716	0	0	0	0	0	0	0
2024 Peak Hour Factor		0.90			0.94			0.92			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN		1%			5%							
Trip Distribution OUT		5%			1%							
General Heavy Industrial Trips	0	35	0	0	35	0	0	0	0	0	0	0
Warehousing												
Trip Distribution IN		2%	3%	17%	60%							
Trip Distribution OUT		60%			2%					3%		17%
Warehousing Trips	0	147	2	14	54	0	0	0	0	7	0	41
Total Project Trips	0	182	2	14	89	0	0	0	0	7	0	41
Build Heavy Vehicle %	0%	9%	25%	25%	5%	0%	0%	0%	0%	25%	0%	25%
2024 Buildout Total	0	633	2	14	805	0	0	0	0	7	0	41

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INTERSECTION VOLUME DEVELOPMENT

US 27/29 at Alex Stephens Road AM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Alex Stephens Rd Eastbound			Alex Stephens Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	648	10	10	175	0	0	0	0	10	0	10
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.84			0.87			0.92			0.92	
Existing 2014 Volumes	0	648	10	10	175	0	0	0	0	10	0	10
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	790	12	12	213	0	0	0	0	12	0	12
New Road Adjustment												
2024 Background Traffic Improved	0	790	12	12	213	0	0	0	0	12	0	12
2024 Peak Hour Factor		0.89			0.90			0.92			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN		1%			5%							
Trip Distribution OUT		5%			1%							
General Heavy Industrial Trips	0	34	0	0	59	0	0	0	0	0	0	0
Warehousing												
Trip Distribution IN		5%	1%	4%	56%							
Trip Distribution OUT		56%			5%					1%		4%
Warehousing Trips	0	47	3	11	154	0	0	0	0	1	0	2
Total Project Trips	0	81	3	11	213	0	0	0	0	1	0	2
Build Heavy Vehicle %	0%	4%	7%	13%	14%	0%	0%	0%	0%	4%	0%	5%
2024 Buildout Total	0	871	15	23	426	0	0	0	0	13	0	14

PM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Alex Stephens Rd Eastbound			Alex Stephens Rd Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	360	10	10	577	0	0	0	0	10	0	10
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.87			0.97			0.92			0.92	
Existing 2014 Volumes	0	360	10	10	577	0	0	0	0	10	0	10
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	439	12	12	703	0	0	0	0	12	0	12
New Road Adjustment												
2024 Background Traffic Improved	0	439	12	12	703	0	0	0	0	12	0	12
2024 Peak Hour Factor		0.90			0.94			0.92			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN		1%			5%							
Trip Distribution OUT		5%			1%							
General Heavy Industrial Trips	0	35	0	0	35	0	0	0	0	0	0	0
Warehousing												
Trip Distribution IN		5%	1%	4%	56%							
Trip Distribution OUT		56%			5%					1%		4%
Warehousing Trips	0	140	1	3	57	0	0	0	0	2	0	10
Total Project Trips	0	175	1	3	92	0	0	0	0	2	0	10
Build Heavy Vehicle %	0%	9%	4%	7%	5%	0%	0%	0%	0%	5%	0%	12%
2024 Buildout Total	0	614	13	15	795	0	0	0	0	14	0	22

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INTERSECTION VOLUME DEVELOPMENT

US 27/29 at Driveways #6 and #7 AM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Driveway #6 Eastbound			Driveway #7 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	658	0	0	185	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.84			0.87			0.92			0.92	
Existing 2014 Volumes	0	658	0	0	185	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	802	0	0	226	0	0	0	0	0	0	0
New Road Adjustment												
2024 Background Traffic Improved	0	802	0	0	226	0	0	0	0	0	0	0
2024 Peak Hour Factor		0.89			0.90			0.92			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN	14%	1%				5%		1%				
Trip Distribution OUT					1%		5%		14%			
General Heavy Industrial Trips	150	11	0	0	5	54	23	11	64	0	0	0
Warehousing												
Trip Distribution IN		6%	2%	13%	43%						1%	
Trip Distribution OUT		43%			6%					2%		13%
Warehousing Trips	0	41	5	35	120	0	0	0	0	1	3	8
Total Project Trips	150	52	5	35	125	54	23	11	64	1	3	8
Build Heavy Vehicle %	25%	3%	25%	25%	10%	25%	25%	25%	25%	25%	25%	25%
2024 Buildout Total	150	854	5	35	351	54	23	11	64	1	3	8

PM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Driveway #6 Eastbound			Driveway #7 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	370	0	0	587	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.87			0.97			0.92			0.92	
Existing 2014 Volumes	0	370	0	0	587	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	451	0	0	716	0	0	0	0	0	0	0
New Road Adjustment												
2024 Background Traffic Improved	0	451	0	0	716	0	0	0	0	0	0	0
2024 Peak Hour Factor		0.90			0.94			0.92			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN	14%	1%				5%		1%				
Trip Distribution OUT					1%		5%		14%			
General Heavy Industrial Trips	80	6	0	0	6	29	29	6	80	0	0	0
Warehousing												
Trip Distribution IN		6%	2%	13%	43%						1%	
Trip Distribution OUT		43%			6%					2%		13%
Warehousing Trips	0	109	2	11	50	0	0	0	0	5	1	31
Total Project Trips	80	115	2	11	56	29	29	6	80	5	1	31
Build Heavy Vehicle %	25%	7%	25%	25%	4%	25%	25%	25%	25%	25%	25%	25%
2024 Buildout Total	80	566	2	11	772	29	29	6	80	5	1	31

INTERSECTION VOLUME DEVELOPMENT

US 27/29 at Driveway #8
AM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Eastbound			Driveway #8 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	658	0	0	185	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.84			0.87			0.92			0.92	
Existing 2014 Volumes	0	658	0	0	185	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	802	0	0	226	0	0	0	0	0	0	0
New Road Adjustment												
2024 Background Traffic Improved	0	802	0	0	226	0	0	0	0	0	0	0
2024 Peak Hour Factor		0.89			0.90			0.92			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN		15%			15%							
Trip Distribution OUT												
General Heavy Industrial Trips	0	161	0	0	69	0	0	0	0	0	0	0
Warehousing												
Trip Distribution IN		8%	2%	13%	30%							
Trip Distribution OUT		30%			8%					2%		13%
Warehousing Trips	0	40	5	35	86	0	0	0	0	1	0	8
Total Project Trips	0	201	5	35	155	0	0	0	0	1	0	8
Build Heavy Vehicle %	0%	7%	25%	25%	11%	0%	0%	0%	0%	25%	0%	25%
2024 Buildout Total	0	1,003	5	35	381	0	0	0	0	1	0	8

PM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Eastbound			Driveway #8 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	370	0	0	587	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.87			0.97			0.92			0.92	
Existing 2014 Volumes	0	370	0	0	587	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	451	0	0	716	0	0	0	0	0	0	0
New Road Adjustment												
2024 Background Traffic Improved	0	451	0	0	716	0	0	0	0	0	0	0
2024 Peak Hour Factor		0.90			0.94			0.92			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN		15%			15%							
Trip Distribution OUT												
General Heavy Industrial Trips	0	86	0	0	86	0	0	0	0	0	0	0
Warehousing												
Trip Distribution IN		8%	2%	13%	30%							
Trip Distribution OUT		30%			8%					2%		13%
Warehousing Trips	0	79	2	11	43	0	0	0	0	5	0	31
Total Project Trips	0	165	2	11	129	0	0	0	0	5	0	31
Build Heavy Vehicle %	0%	8%	25%	25%	6%	0%	0%	0%	0%	25%	0%	25%
2024 Buildout Total	0	616	2	11	845	0	0	0	0	5	0	31

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INTERSECTION VOLUME DEVELOPMENT

US 27/29 at Camp Road AM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Eastbound			Camp Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	648	10	10	175	0	0	0	0	10	0	10
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.84			0.87			0.92			0.92	
Existing 2014 Volumes	0	648	10	10	175	0	0	0	0	10	0	10
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	790	12	12	213	0	0	0	0	12	0	12
New Road Adjustment												
2024 Background Traffic Improved	0	790	12	12	213	0	0	0	0	12	0	12
2024 Peak Hour Factor		0.89			0.90			0.92			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN		15%										
Trip Distribution OUT					15%							
General Heavy Industrial Trips	0	161	0	0	69	0	0	0	0	0	0	0
Warehousing												
Trip Distribution IN		10%	3%	17%	13%							
Trip Distribution OUT		13%			10%					3%		17%
Warehousing Trips	0	35	8	46	41	0	0	0	0	2	0	10
Total Project Trips	0	196	8	46	110	0	0	0	0	2	0	10
Build Heavy Vehicle %	0%	7%	11%	20%	10%	0%	0%	0%	0%	5%	0%	12%
2024 Buildout Total	0	986	20	58	323	0	0	0	0	14	0	22

PM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Eastbound			Camp Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	360	10	10	577	0	0	0	0	10	0	10
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.87			0.97			0.92			0.92	
Existing 2014 Volumes	0	360	10	10	577	0	0	0	0	10	0	10
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	439	12	12	703	0	0	0	0	12	0	12
New Road Adjustment												
2024 Background Traffic Improved	0	439	12	12	703	0	0	0	0	12	0	12
2024 Peak Hour Factor		0.90			0.94			0.92			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN		15%										
Trip Distribution OUT					15%							
General Heavy Industrial Trips	0	86	0	0	86	0	0	0	0	0	0	0
Warehousing												
Trip Distribution IN		10%	3%	17%	13%							
Trip Distribution OUT		13%			10%					3%		17%
Warehousing Trips	0	39	2	14	35	0	0	0	0	7	0	41
Total Project Trips	0	125	2	14	121	0	0	0	0	7	0	41
Build Heavy Vehicle %	0%	7%	5%	14%	5%	0%	0%	0%	0%	10%	0%	20%
2024 Buildout Total	0	564	14	26	824	0	0	0	0	19	0	53

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INTERSECTION VOLUME DEVELOPMENT

US 27/29 at Driveway #9 AM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Eastbound			Driveway #9 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	658	0	0	185	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.84			0.87			0.92			0.92	
Existing 2014 Volumes	0	658	0	0	185	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	802	0	0	226	0	0	0	0	0	0	0
New Road Adjustment												
2024 Background Traffic Improved	0	802	0	0	226	0	0	0	0	0	0	0
2024 Peak Hour Factor		0.89			0.90			0.92			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN		15%			15%							
Trip Distribution OUT												
General Heavy Industrial Trips	0	161	0	0	69	0	0	0	0	0	0	0
Warehousing												
Trip Distribution IN		13%	2%	13%								
Trip Distribution OUT					13%					2%		13%
Warehousing Trips	0	35	5	35	8	0	0	0	0	1	0	8
Total Project Trips	0	196	5	35	77	0	0	0	0	1	0	8
Build Heavy Vehicle %	0%	7%	25%	25%	8%	0%	0%	0%	0%	25%	0%	25%
2024 Buildout Total	0	998	5	35	303	0	0	0	0	1	0	8

PM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			Eastbound			Driveway #9 Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	0	370	0	0	587	0	0	0	0	0	0	0
Pedestrians												
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.87			0.97			0.92			0.92	
Existing 2014 Volumes	0	370	0	0	587	0	0	0	0	0	0	0
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	0	451	0	0	716	0	0	0	0	0	0	0
New Road Adjustment												
2024 Background Traffic Improved	0	451	0	0	716	0	0	0	0	0	0	0
2024 Peak Hour Factor		0.90			0.94			0.92			0.92	
Project Trips												
General Heavy Industrial												
Trip Distribution IN		15%			15%							
Trip Distribution OUT												
General Heavy Industrial Trips	0	86	0	0	86	0	0	0	0	0	0	0
Warehousing												
Trip Distribution IN		13%	2%	13%								
Trip Distribution OUT					13%					2%		13%
Warehousing Trips	0	11	2	11	31	0	0	0	0	5	0	31
Total Project Trips	0	97	2	11	117	0	0	0	0	5	0	31
Build Heavy Vehicle %	0%	6%	25%	25%	5%	0%	0%	0%	0%	25%	0%	25%
2024 Buildout Total	0	548	2	11	833	0	0	0	0	5	0	31

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INTERSECTION VOLUME DEVELOPMENT

US 27/29 at E/W Camp Street AM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			E Camp Street Eastbound			W Camp Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	1	550	27	2	134	3	23	12	3	16	31	15
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	3%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.81			0.87			0.79			0.74	
Existing 2014 Volumes	1	550	27	2	134	3	23	12	3	16	31	15
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	1	670	33	2	163	4	28	15	4	20	38	18
New Road Adjustment												
2024 Background Traffic Improved	1	670	33	2	163	4	28	15	4	20	38	18
2024 Peak Hour Factor		0.88			0.90			0.88			0.86	
Project Trips												
General Heavy Industrial												
Trip Distribution IN		12%					1%					2%
Trip Distribution OUT				2%	12%	1%						
General Heavy Industrial Trips	0	129	0	9	55	5	11	0	0	0	0	21
Warehousing												
Trip Distribution IN		12%					1%					2%
Trip Distribution OUT				2%	12%	1%						
Warehousing Trips	0	32	0	1	7	1	3	0	0	0	0	5
Total Project Trips	0	161	0	10	62	6	14	0	0	0	0	26
Build Heavy Vehicle %	2%	7%	2%	21%	11%	16%	10%	2%	2%	2%	2%	16%
2024 Buildout Total	1	831	33	12	225	10	42	15	4	20	38	44

PM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			E Camp Street Eastbound			W Camp Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	2	302	20	15	497	4	13	5	13	29	12	12
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles												
Heavy Vehicle %	2%	4%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.93			0.92			0.86			0.70	
Existing 2014 Volumes	2	302	20	15	497	4	13	5	13	29	12	12
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	2	368	24	18	606	5	16	6	16	35	15	15
New Road Adjustment												
2024 Background Traffic Improved	2	368	24	18	606	5	16	6	16	35	15	15
2024 Peak Hour Factor		0.92			0.92			0.90			0.85	
Project Trips												
General Heavy Industrial												
Trip Distribution IN		12%					1%					2%
Trip Distribution OUT				2%	12%	1%						
General Heavy Industrial Trips	0	69	0	11	69	6	6	0	0	0	0	11
Warehousing												
Trip Distribution IN		12%					1%					2%
Trip Distribution OUT				2%	12%	1%						
Warehousing Trips	0	10	0	5	29	2	1	0	0	0	0	2
Total Project Trips	0	79	0	16	98	8	7	0	0	0	0	13
Build Heavy Vehicle %	2%	8%	2%	13%	6%	16%	9%	2%	2%	2%	2%	13%
2024 Buildout Total	2	447	24	34	704	13	23	6	16	35	15	28

INTERSECTION VOLUME DEVELOPMENT

US 27/29 at State Route 14 AM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			State Route 14 Eastbound			Ralph Evans Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	4	431	1	6	126	40	74	10	2	3	2	11
Pedestrians		0			0			0			0	
Conflicting Pedestrians			0	0						0		0
Heavy Vehicles												
Heavy Vehicle %	2%	4%	0%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.86			0.83			0.69			0.50	
Existing 2014 Volumes	4	431	1	6	126	40	74	10	2	3	2	11
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	5	525	1	7	154	49	90	12	2	4	2	13
New Road Adjustment												
2024 Background Traffic Improved	5	525	1	7	154	49	90	12	2	4	2	13
2024 Peak Hour Factor		0.90			0.89			0.84			0.78	
Project Trips												
General Heavy Industrial												
Trip Distribution IN		8%					4%					
Trip Distribution OUT					8%	4%						
General Heavy Industrial Trips	0	86	0	0	37	18	43	0	0	0	0	0
Warehousing												
Trip Distribution IN		8%					4%					
Trip Distribution OUT					8%	4%						
Warehousing Trips	0	22	0	0	5	2	11	0	0	0	0	0
Total Project Trips	0	108	0	0	42	20	54	0	0	0	0	0
Build Heavy Vehicle %	2%	8%	0%	2%	9%	9%	11%	2%	2%	2%	2%	2%
2024 Buildout Total	5	633	1	7	196	69	144	12	2	4	2	13

PM PEAK HOUR

Description	US 27/29 Northbound			US 27/29 Southbound			State Route 14 Eastbound			Ralph Evans Road Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2014 Traffic Volumes	7	211	1	24	393	96	70	5	3	7	6	19
Pedestrians		0			0			0			1	
Conflicting Pedestrians			1	1						0		0
Heavy Vehicles												
Heavy Vehicle %	2%	5%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.84			0.90			0.75			0.80	
Existing 2014 Volumes	7	211	1	24	393	96	70	5	3	7	6	19
Annual Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Growth Factor	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219	1.219
2024 Background Traffic	9	257	1	29	479	117	85	6	4	9	7	23
New Road Adjustment												
2024 Background Traffic Improved	9	257	1	29	479	117	85	6	4	9	7	23
2024 Peak Hour Factor		0.89			0.91			0.86			0.88	
Project Trips												
General Heavy Industrial												
Trip Distribution IN		8%					4%					
Trip Distribution OUT					8%	4%						
General Heavy Industrial Trips	0	46	0	0	46	23	23	0	0	0	0	0
Warehousing												
Trip Distribution IN		8%					4%					
Trip Distribution OUT					8%	4%						
Warehousing Trips	0	6	0	0	19	10	3	0	0	0	0	0
Total Project Trips	0	52	0	0	65	33	26	0	0	0	0	0
Build Heavy Vehicle %	2%	8%	2%	2%	6%	7%	7%	2%	2%	2%	2%	2%
2024 Buildout Total	9	309	1	29	544	150	111	6	4	9	7	23